CYCLE NEWS

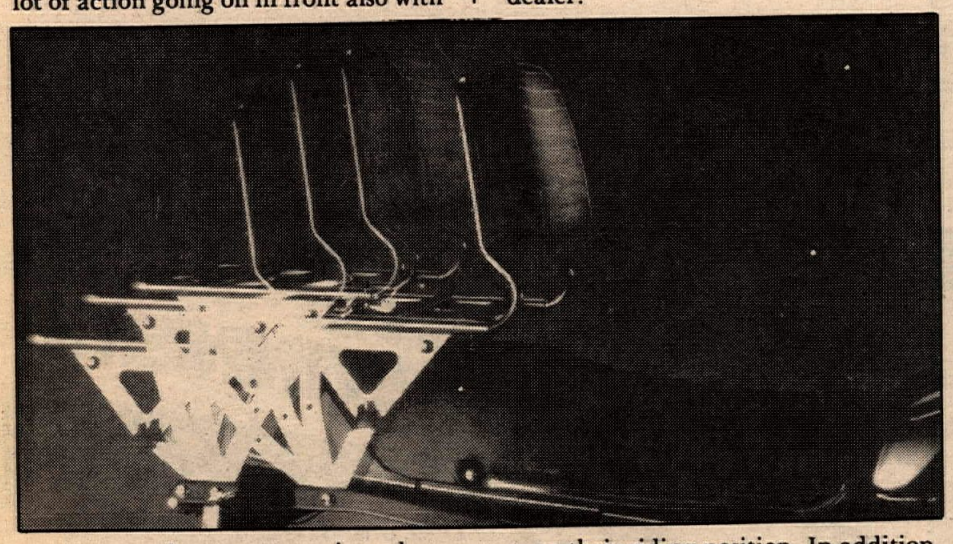
WEST Volume XIX : Number 3 : February 3, 1982 85c

Rappin' with Eddie Lawson

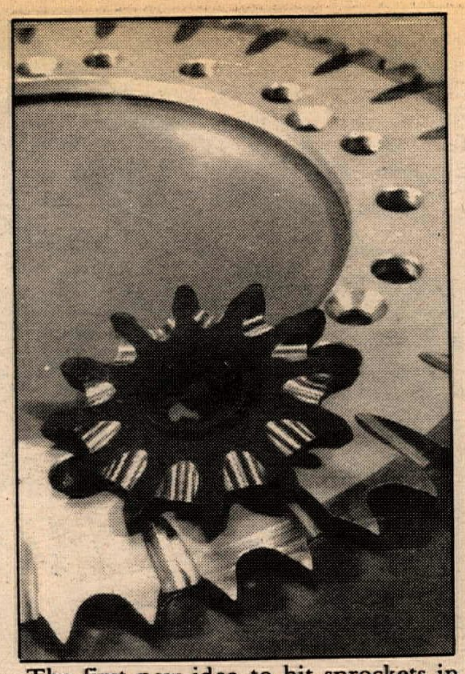
AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

NEW PRODUCTS

Brooks leather is introducing this police-style leather jacket for your favorite lady. Sewed up from top grain steer hide with an action back for comfort while riding. Looks to have a lot of action going on in front also with several zippered pockets and snap down collars. Its obviously cut to flatter the female figure so whether you sit on the front or the back get one. You can order it through your dealer.



Looking at the accompanying photo may convince you that, for some unknown reason, your eyes can't focus. Rest assured that they are indeed in focus; what you're looking at is, according to the manufacturer, the world's first adjustable luggage rack/backrest combination. Manufactured by Triangle Motorcycle Accessories, the Futurak can be pivoted forward or backward just by removing the adjustment knobs — no tools required. By simply adjusting the backrest either the rider or the passenger can fine tune their riding position. In addition, Futurak's unique triangle shape and load adjustment capability allow it to carry much greater weight than conventional racks, without damage or excessive imbalance. The chrome rack features "invisible weld" construction, self-locking hardware and is available for most popular street bikes. For more info, contact Triangle Motorcycle Accessories, Ltd., Dept. CN, 4950 des Grand Prairies, Montreal, P.Q., Canada H1R 1A1.

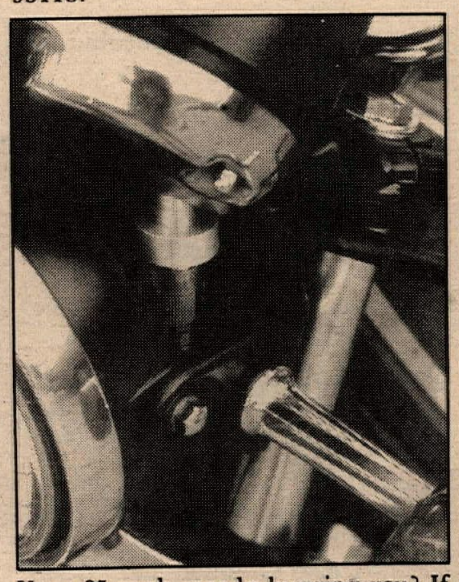


The first new idea to hit sprockets in years has just been released from Krause Racing. They offer a sprocket set that features holes machined at the bottom of each valley to give water, mud, snow or dirt a place to go when the chain starts pushing it around. These sprockets cost a bit more than the garden variety but they are claimed to have a longer life. Rears are priced from $34.95 and countershafts are priced from $14.95. You can order from Krause Racing, Dept. CN, 305 E. North Ave., Northlake, IL 60164.

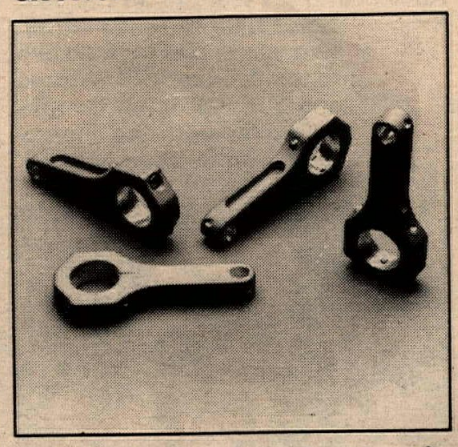
You've just spent an hour in the garage checking out your new YZ80 waterpumper and finally found something not quite as trick as it could be. DG has the answer, for the boy who has everything — a YZ80J vented number plate. DG claims it gives your radiator 50% more air flow! DG Pro Mini number plates are made from unbreakable plastic with a protective screen over the radiator. It uses DG plastic numbers which are available separately. Write DG, Dept. CN, 1230 La Loma Circle, Anaheim, CA 92806, or call 714/630-5471.

For those who lack a vital understanding of sign language or carry a passenger who doesn't then you need a helmet intercom. Nava has one and it fits most full coverage helmets. The unit is battery operated and has stereo speakers and a mike in both helmets. It's available from your Nava dealer. Tell them *Cycle News* sent you.

Crotch Rocket Factory has its 1982 catalog of engine and suspension performance parts available. CRF offers parts for minis through the Open-classers. They specialize in high flow reed assemblies and components but offer many other services. If the old scooter isn't quick enough any more, send $2 to Crotch Rocket Factory, Dept. CN, P.O. Box 2084, Goleta, CA 93118.



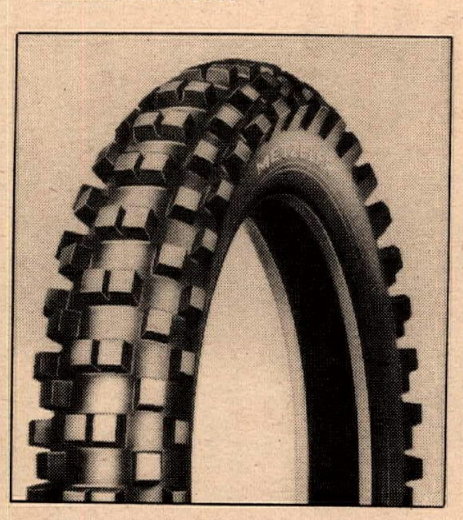
Your 85 mph speedo bugging you? If you have wanted to have an idea of how fast you are really going but can't swallow the price of a recalibration or a new speedometer, then Maxi-Products has an answer. Maxi has a converter that screws into the socket for your existing speedometer cable and the cable inserts in the converter. Voila, 170 mph speedo. The only drawback is that your odometer will show half of real mileage. Check with Maxi-Products, Inc., Dept., CN, 9271 Archibald Ave., Rancho Cucamonga, CA 91730.



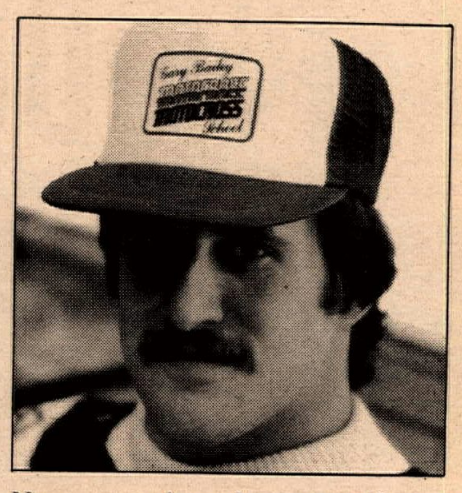
R.C. Engineering has released to the public its machined aluminum, gold anodized connecting rods like those used in the Sorcerer Top Fueler. Golden Rods are available for most street and racing applications. Contact R.C. Engineering, Dept. CN, 13300 Estrella Ave., Gardena, CA 90247.

Arai Helmets has issued their 2nd Annual Racers Calendar featuring hi-tech illustrations by Eric Gustavson. Some of the Arai helmeted racers illustrated are Randy Goss, Brad Lackey, Dale Singleton and Freddie Spencer. There are eight more illustrations in the calendar. As in last year's Arai racer calendar, important race dates -- from Daytona through to the Superbikers -- are indicated on the dates they are scheduled to be run. The calendar can be obtained by sending $5 for each copy to: Arai Helmet, Ltd., Dept. CN, P.O. Box 421, Tenafly, NJ 07670.

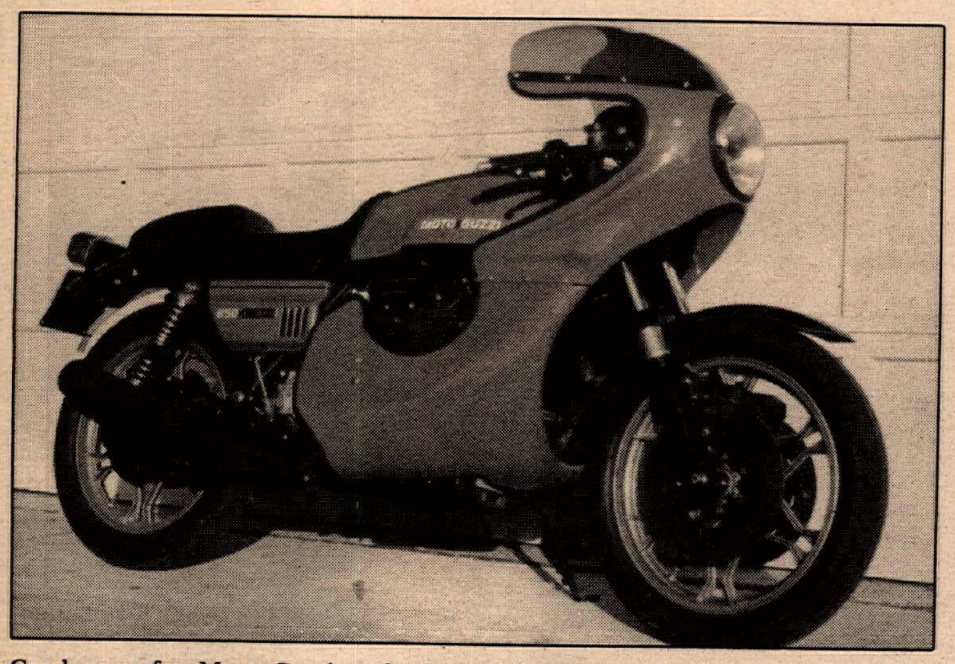
The Max Jacket from Hallman Racing is definitely good looking. It features quilted lining, form fitting elastic waist panel and cuffs plus a snap-together collar which can be worn turned up or like a turtleneck. The Max Jacket is available in sizes small through extra-large and comes in Hallman racing team colors or those of Honda, Kawasaki, Suzuki or Yamaha. If your local dealer doesn't carry the Hallman Racing line have him contact them at Dept. CN, 440 Belden Ave., Addison, IL 60101.



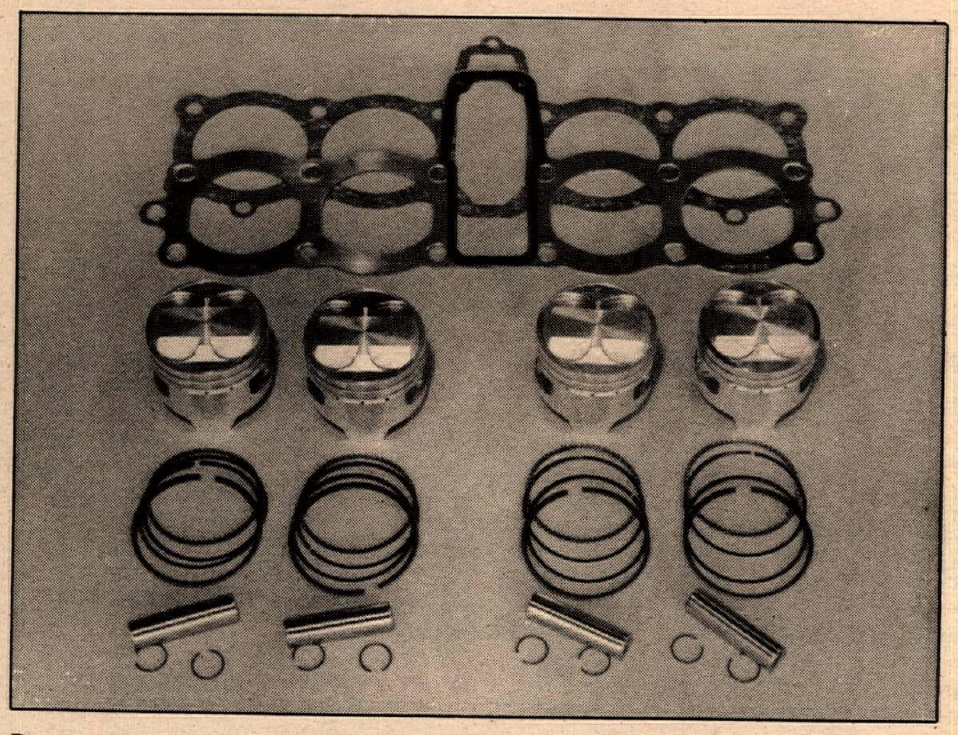
Metzeler's latest dirt digger is a 5.10-18 MX model which combines the latest compounds, internal designs and knob patterns to produce an advanced tire for **250s and Open class** bikes. The most visible change is the use of a six knob pattern with the second and fifth rows offset. The knobs are also smaller and wider spaced than knobs on previous Metzeler tires. The change provides more penetration in loam or sand. The suggested retail price is $77.62. See your favorite dealer who carries the Metzeler line.



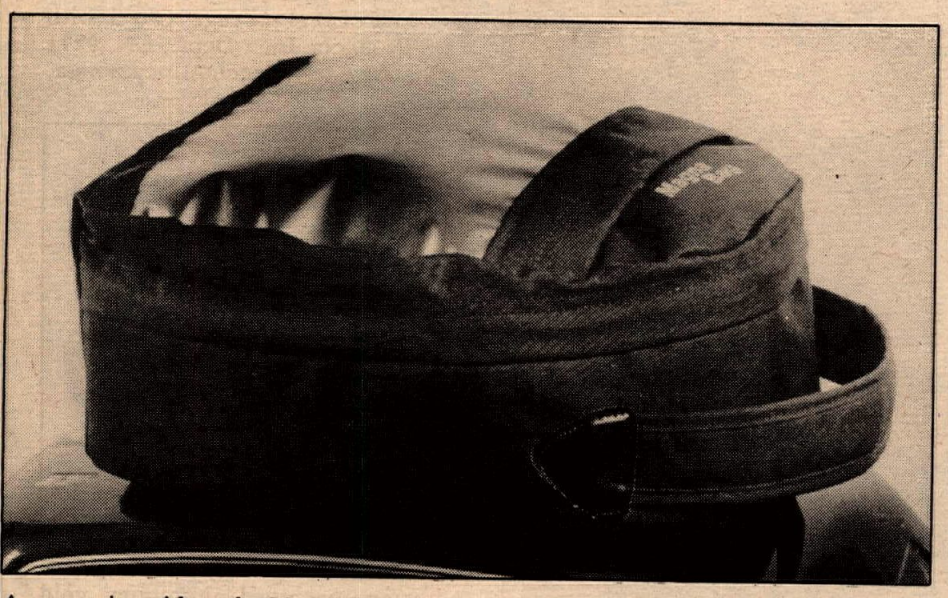
Now you can keep the sun out of your eyes and look stylish just like The Professor does with the Gary Bailey Motocross School cap. It comes in bright blue with a white front and colorful GBMS insignia. One size fits all with the adjustable strap in back. It goes for $4.95, so drop an order to Gary at Dept. CN, P.O. Box 130, Axton, VA 24054.



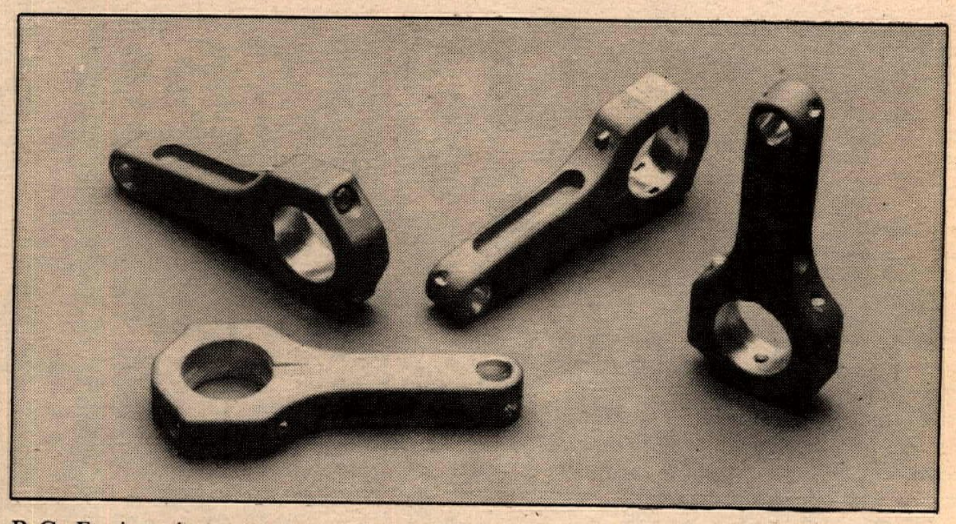
Good news for Moto Guzzi enthusiasts! Arlette Accessories now has available fairings, screens and seats. The assortment consists of CX 100 style, SP-style and full fairings to fit V50s and the larger Guzzis; available in different colors to match and with single or twin-headlights. All high quality fiberglass products come with mounts and stainless steel hardware. Fiberglass accessories for Ducati and Morini will be available soon. Arlette also carries special engine parts for Moto Guzzi. Send $1.00 to Arlette, Dept. CN, 10418 Broken Shoe Trail, Austin, TX 78750, and you will receive complete information.



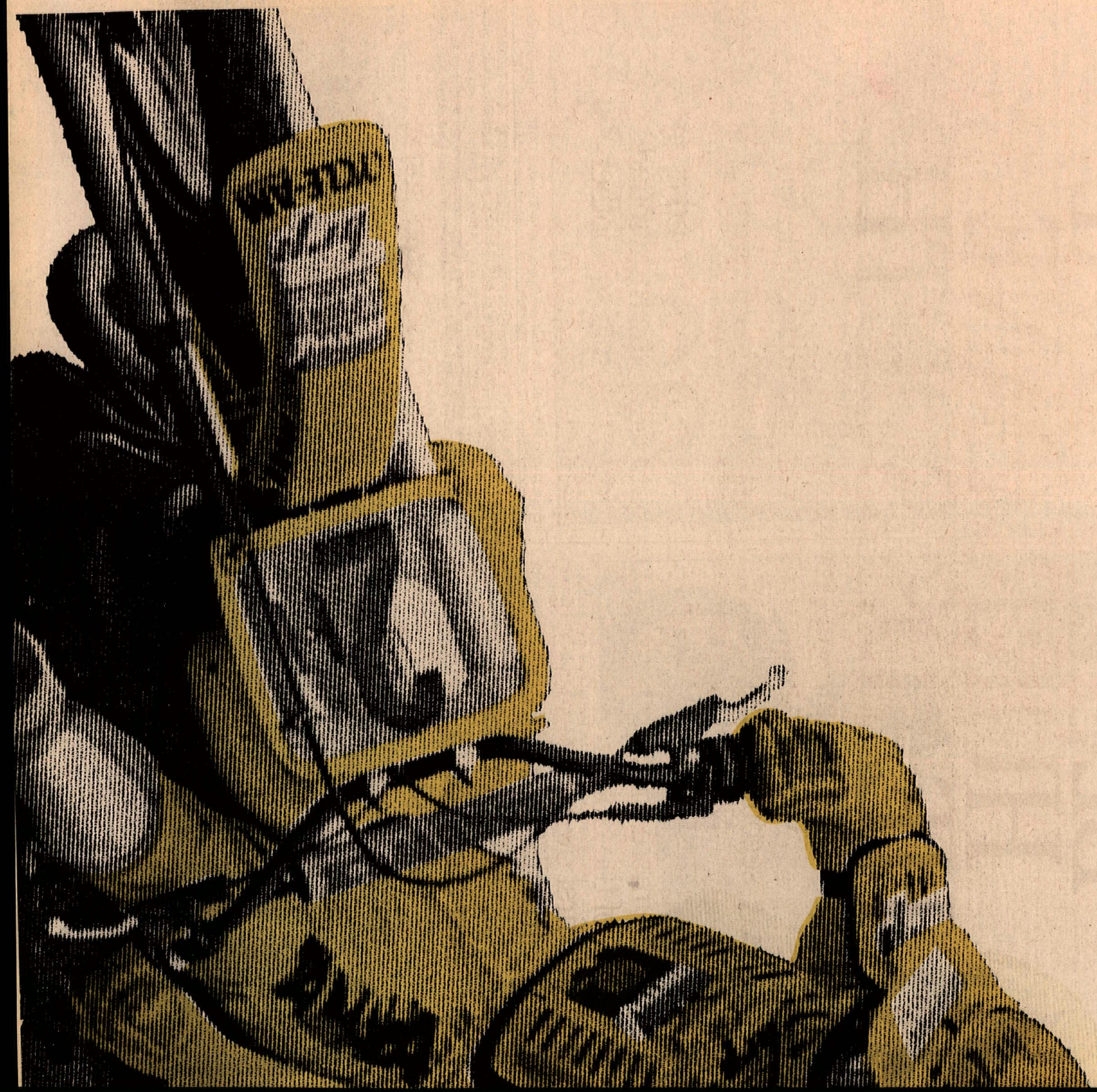
Pressure-cast Moriwaki 67.5mm racing pistons for Honda's CB900s bring displacement up to 988cc and deliver significantly more horsepower than stock. The pistons use a single L-shaped compression ring to maximize sealing while minimizing friction. Because they're permanent-mold pressure cast of high-silicon aluminum alloy instead of less expensive forgings, the pistons hold their shape and size exceptionally well for long life and reliability. The compression ratio is 10.5 to 1. The complete kit retails for $278.25 from Champion Moriwaki USA, Dept. CN, 1980 Harbor Blvd., Costa Mesa, CA 92627.

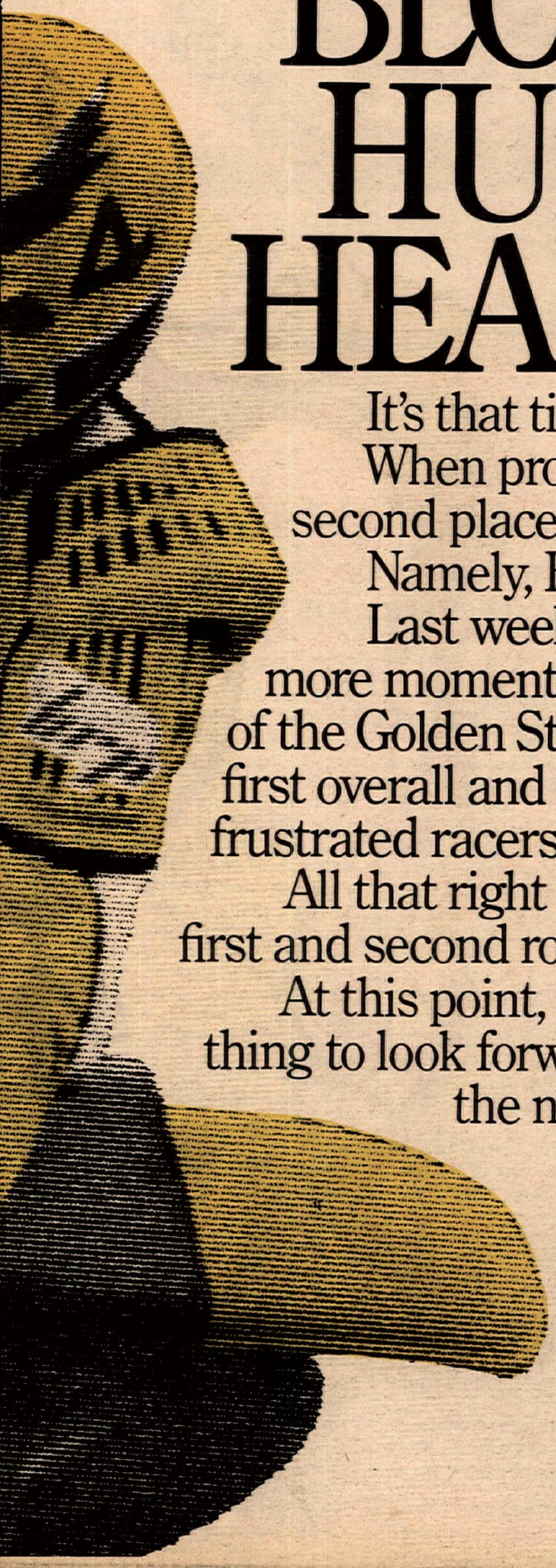


A very unique idea, the Magna Bag is secured to the gas tank by very strong force 5 ceramic magnets, making this bag the absolute standard for convenience. The bag remains securely in place even at speed, and yet you merely lift it off at the end of the ride. There are no straps to hassle with or to scratch your tank. Constructed of 1000 denier waterproof Cordura, this handsome tank bag is double-stitched, fully lined and has a map pocket. The magnets are sewn inside the integral base pad to protect the tank from damage. Available through your local motorcycle dealers from Wheel Imports, Inc., Dept. CN, Box 19, Canton, CT 06019.



R.C. Engineering announces the availability of the ultra-hi performance Golden Rods, machined from drawn billet bar stock, shot-peened and anodized. These rods feature ultimate strength and reliability for street and racing applications. Used in the Sorcerer, world's fastest dragbike (199.55 mph) designed by Russ Collins, these rods feature "H" beam construction, SPS rod bolts, rod bearing pins and serrated, self aligning rod caps. Balanced to within one-tenth gram for smoothness and performance. Contact R.C. Engineering, Dept. CN, 13300 Estrella Ave., Gardena, CA 90247 for more info.





SAND HILL BLOWN AWAY. HURRICANE HEADS SOUTH.

It's that time of year again.

When pro-motocrossers are forced to settle for second place because of foul weather.

Namely, Bob "Hurricane" Hannah.

Last week, Bob and his works 250 gathered even more momentum and swept through the third round of the Golden State Series at Sand Hill, taking another first overall and leaving in his wake a lot of very frustrated racers.

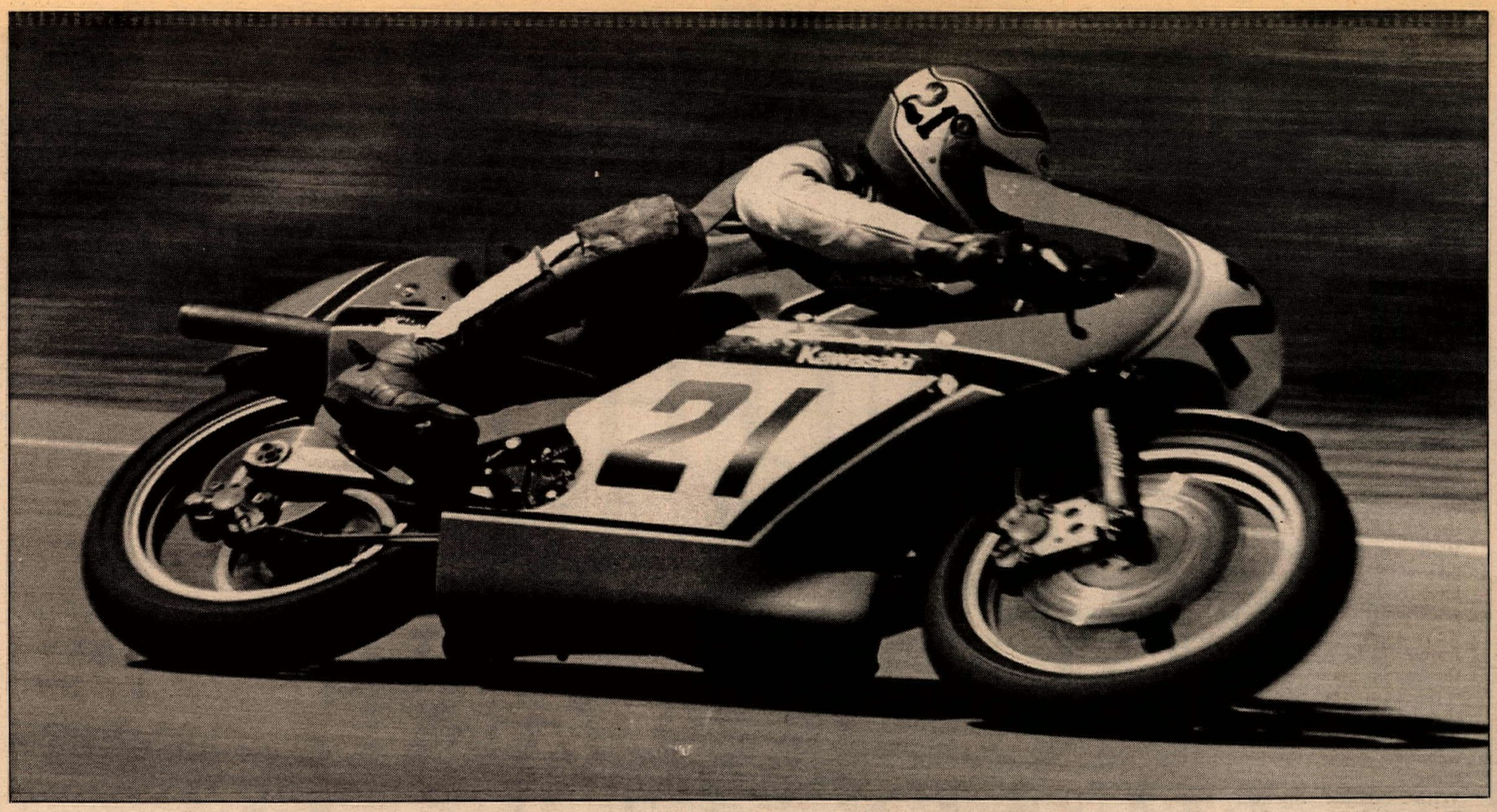
All that right on the heels of his spectacular wins in the first and second rounds at Saddleback and Madera.

At this point, we'd like to offer Bob's competitors something to look forward to. But we just got the forecast for the next round at Huron, California.

And they're not going to like it.

YAMAHA

THE WAY IT SHOULD BE.™



Eddie Lawson

Steady on the gas

By Dale Brown
Photos by Charles Morey and Brown

1981 was a very good year for Eddie Lawson. In an otherwise bleak season for Kawasaki's professional racing efforts in the U.S., Lawson walked away with two National titles as he garnered the Superbike and Lightweight Expert crowns; the latter for the second year in a row.

Indeed, Lawson has literally exploded onto the U.S. road racing scene after becoming a full-time asphalt warrior two years ago. Three titles and one runner-up finish in those two years tell much about his talent.

Four years ago, as a Rookie Expert on the then-Camel Pro Series, Lawson was a quiet, shy, well-mannered kid who said little except to make the National field in the first two events he tried and then went on to be the second highest Rookie in the point standings and win the AMA's Dirt Track Rookie of the Year honors.

Prior to 1979 Lawson's road racing had been limited to winning the 1977 Daytona Novice race and southern California Club events. Midway through the '79 season Eddie had progressed to where he was about the only rider who could keep young sensation Freddie Spencer in sight in 250cc Lightweight Expert events.

Lawson's first taste of a Superbike ride came in 1978 when he rode the Reg Pridmore/Vetter Kawasaki in a California club event. A year and a half later, Kawasaki signed Lawson and Dave Aldana to ride the factory's KZ1000 Superbikes.

The rest, as they say, is history. Lawson finished second to two-time Superbike champ Wes Colley, but protests, bike-switching and a subsequent maze of AMA hearings after the final round left Lawson still in second and with a suspended fine from the AMA.

He did win the Lightweight Expert title that year, and hit stride in '81, winning four of eight Superbike rounds rounds and seven of eight Lightweight Expert events to take both titles.

Lawson still tends to be somewhat quiet. But the signs of success are there. He owns a condominum home in Upland, CA, and his newest set of wheels is a fire-engine red Porsche Turbo Carrera. One of his favorite play toys is a Kawasaki 550 Jet Ski. He got the first one ever brought into the United States.

The official *Cycle News* parking lot seldom sees a Porsche Turbo Carerra in its midst. But there was one there recently — fire-engine red — as we and Lawson talked...

"We got Rob Muzzy, and he really turned the program around."

What made the difference in 1981?
We got Rob Muzzy, and he really turned the whole program around.

You didn't do anything as far as changing your riding style?
I just kept with it. The more I ride, the better I feel. When I have a long layoff I don't seem to pick it up right away. It takes me a while, and then the end of the season is when I start riding the best because I've been riding a lot. That helped and the more I ride the faster I feel that I can go.

Was there ever any problem when you were riding two totally different classes with the 250cc and the Superbike? Was it a problem to get off the KR250 and on to the Superbike?
Not at all, because the bikes were so different. One is a lightweight two-stroke and one is a big four-stroke. On the 250cc you've got those skinny little handlebars and this skinny little seat and tank. You just sit on it and it doesn't feel *anything* like the Superbike, so once you sit on it you are adapted to it.

If they were closer — like jumping off my Superbike this year and on to my 500cc — it might be somewhat difficult because they are closer. But there was so much difference in the 250cc and the Superbike that it was easy.

You said that you got better at the end of the season. Do you think the Laguna and Seattle races were your best races of the year?
Yes. We'd done some testing before that and we rented the race tracks. I just rode so much that it helped my confidence and we got the bikes dialed in right. Those were my two best races and I wanted to go for it at Daytona too, but there was no way that we could do that with the championship at stake.

Now you have had a fairly long layoff, since the end of October, how are you going to go about getting a quick start in '82?
I'm going to try to do as much riding as I can and try to do quite a bit of testing. About a month ago I fell off my short tracker and hurt my shoulder so I haven't been doing much riding lately. I want to ride. The best thing that you can do is to just get out there and do it.

Daytona is going to be a pretty fearsome race. Lucchinelli will be there on a big Honda, along with Mike Baldwin, Freddie Spencer and of course, Kenny Roberts.
They are going to be really tough, but I've got the equipment. I'm sure the bike is capable of winning that race. I've just got to get out there and ride and get used to it. I've never been on it before, but I rode it down the street the other day and it scared me to death — it went so fast I couldn't believe it.

I've got competitive equipment so I've just got to get out there and ride real hard. If I'm consistent and I don't do anything real dumb, or fall off, we are going to be right there at the end. We can win this race. I'm confident of that.

Don't you think Daytona might be a little bit fast of a track for a 500cc?
Running the 500s unrestricted against the 750s won't be any problem. My bike is capable of running the speeds that it has to. The four-strokes will be good, but I don't know if they will be right there at the end of 200 miles. If they do stay together, the riders are going to get fatigued riding them, but twist them that hard for that long and I don't think they'll last. They may go 150 miles or a little more, but I don't think that they are going to be right there at the very end.

What will we see in the way of the Superbike effort?
Well, we are going to run the same bike with a few little refinements. I have better brakes than I had last year, which is hard to believe because we've really had good brakes. The frame will be the same, and as far as the motor goes, we've been playing with carburetion and different things that hopefully will help us a little bit. But the bike worked so good last year we're just going to stay with the same thing.

With Freddie Spencer going to Europe, who do you think will be the toughest competition as far as the Superbike series?
Well, Wes Cooley will be the main guy. He'll be real tough and of course there will be Mike Baldwin. Roberto Pietri is right there now; he is really riding hard. You don't want to rule out anybody because you just never know, but Wes and Baldwin for sure. Those guys are going to be tough. I'm going to have to ride my butt off to keep up with them.

"I'd rather stay here, to tell you the truth. But the ultimate goal is the 500cc World Championship, so eventually I've got to do it."

What was your reaction to hear that Steve Wise had gotten a Superbike ride?
I think he's got a lot of talent; we've seen that at Carlsbad. But there is a lot of difference between sliding a 450 or 500 Honda single around a race track and taking a Superbike and riding it around there. I'm sure in time he's going to do real well, but like I say, I never want to rule out anybody. He could just adapt right to it and take off, but I think it is going to take him a year to really get in the groove. So I'm not too worried about him this year, but next year or the year after, look out. He'll be ready to take off.

You say that it takes a while to get adapted. I guess you would say the same for yourself after Europe last year, where you didn't have a whole lot of success.
Yes, we had some trouble with the bikes, just little things. We had the ignition go bad on us one time and other things that you just can't forsee. I also fell off one time in the rain on a real slippery corner where a whole bunch of us went down. We didn't finish a race, but we qualified real well.

Living over there and trying to adapt to all the different things, the language or just getting around, is really tough. I didn't care for it at all. The level of competition is higher. The equipment is a lot faster over there. We'd be going down a straightaway and they'd just come by me like I was stopped! They were on Kawasakis as well. It was unreal. I like the racing over there, but I don't care for the hassles of getting around and going through the borders.

Your tentative schedule as we understand it should include at least a couple visits to Europe.
I am hoping that maybe I will get a couple of races on the 500cc over there if they don't conflict.

This'll be the first time, since Daytona last year, that you've had a teammate, Wayne Rainey. Think that'll be a help to your efforts or just a help to Kawasaki in general?
I think it will be a help to Kawasaki in general. It's always good for them to have two riders. As long as we've got the manpower to do it, which I think we do now, there won't be much of a problem. We've got enough mechanics and enough spares. Last year would have been difficult because we had just enough for myself. This year Gary has a bigger budget and we've got more spares and it'll be good. Wayne's riding real well now and he'll be right there.

The two of you almost have identical backgrounds...
Yeah. We both started in the same area, dirt trackin' and we grew up together. I just got into road racing a little earlier than he did, but I'm glad to see him make the change because he has the ability to do it and do it well. I think it's going to be a good season for him as well.

Do you miss dirt tracking?
Not really. Road racing has been so good to me. It pays well and it's fun. I enjoy it. It seems like I just get out there, ride around and do fairly well at it. Dirt track is so hard. Those guys have to go out and ride so hard just to qualify, and for what it pays, it doesn't seem worth it to me.

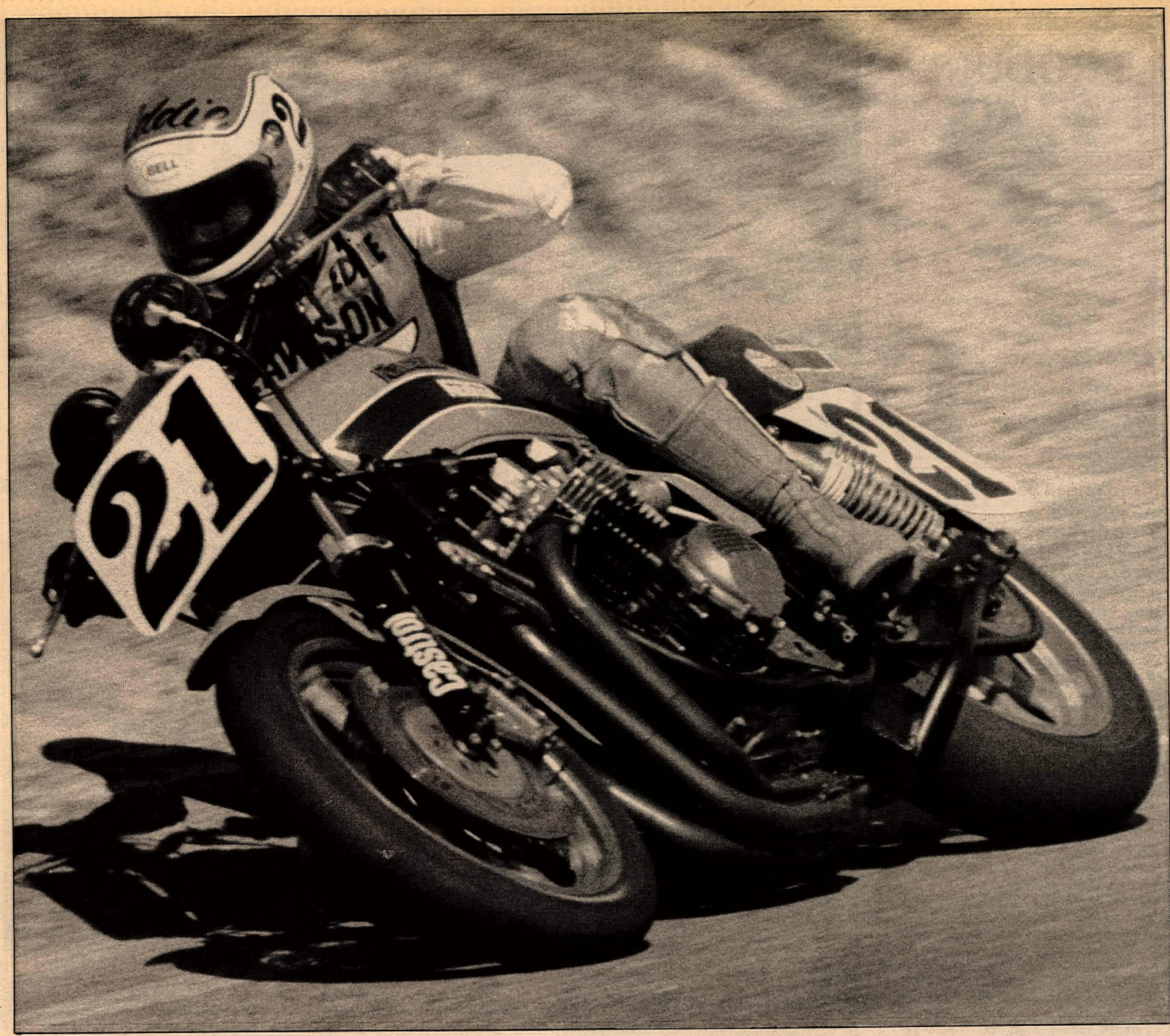
I think the riders ought to all get together in dirt tracking and go to a 500cc rule at least. Then they could have factory rides. There could be a lot of factories in there and they could be flying to the races like I do and have a rent-a-car and a hotel waiting and they wouldn't have to pay any of their expenses. It would be a good thing for dirt tracking, but they want to stick with that Harley. I don't really understand it. To go out there and work that hard and make that kind of money just doesn't seem worth it to me. So in that respect I don't miss it. It is fun. I enjoy going out there and riding it, just a sportsman-type thing once in a while, just to keep my foot in it.

Houston will be fun. I'm looking forward to that. TT and short tracks are always really competitive. I don't mind doing one or two a year, but I don't miss it to where I'd want to go back and try to do it for a living.

Can you explain how it is that most of the top road racers in the United States today have at least some dirt track background?
It helps a lot. You're out there and you've got the ability to ride that bike sideways on the dirt, put it anywhere you want it even when you're doing a big feet-up slide. If you can control a bike doing that, you can surely keep one going straight and on the pavement. If you can dirt track, you can road race. Try to take a road racer and put him on a dirt track, just forget it. It's not going to work.

But you're out there on the road racer and you're sliding it around and you're skidding it through the corners and it helps to know what's going on underneath you. You know when it's going to come around too much and when it's not. Just to have that ability to feel the tires underneath you; you can feel the adhesion better than if you hadn't had dirt track experience. It's just all-around better to have that experience.

You've had quite a bit of success since you have got into road racing. How has that changed your life?
It hasn't really changed me any. I feel like I'm the same person, but it's nice to have my own house now and a nice car. I can go out and do things now that I hadn't been able to do before, but as far as me, I'm still the same old person. I think some people have changed towards me, but I haven't changed. It's nice to have toys and do things, but I don't feel that I've



changed.

Do you feel more aware of being in the public eye?

Yes. It's kind of difficult for me to adapt because I guess I feel like I'm kind of shy in a way. To have people coming up asking for your autograph, and taking pictures, it's kind of awkward for me. You know...I'm nobody, I'm just Eddie Lawson, you know? It's weird to be in the limelight like that, but that's all part of racing. You got to just...I'm adapting to it more and more.

Is it hard to divorce yourself from everything that's going on and go out and go fast on a motorcycle or does business at hand sort of take care of itself?

Well, when you have people taking pictures of you and asking you to make appearances here and there, I think you have to ride harder. I think that helps you. Because you've got people depending on you to do the job, you tend to push it a little more just for them. I want to do well for Kawasaki. I want to see them do well because I like the company. I enjoy the money, sure, but I like the people that I'm working for. Just like Rob, you know, he works so hard and it's a whole team.

The ads after you and Ron Pierce won the Budweiser 6-hour showed a big smiling, happy crew. Is it that way in real life? Does the Kawasaki team get along very well?

Oh yeah, we get along real well, all of us, Rob Muzzy, Mark Johnson and Steve Johnson. We're kind of like one big happy family, really. There's no problems between any of us and that's what is so neat. When it comes to riding the bike, I get on it and I tell them what I feel is wrong and they change it. They don't ask any questions or anything; they take my word for it.

"It's nice to have toys and do things, but I don't feel that I've changed."

What do you see in your future? Do you see yourself going over to Europe to try for the 500cc championship?

Possibly in 1983 or 1984. The money's good here and it's getting better all the time so I wouldn't mind staying here and racing Superbikes or Formula One for Kawasaki. I feel better at home and you can get around. There's no language barriers. I'd rather stay here, to tell you the truth. But the ultimate goal is the 500cc World Championship, so eventually I've got to do it. With the right backing, if Kawasaki wants to go all the way, then I will.

Have you ever dealt with Kawasaki of Japan or have all your dealings been through Kawasaki Motors?

We do all our dealings with Kawasaki Motor Corporation, but the factory is geting more involved. Before, they didn't think too much about American racing, but now it's getting quite big so they're putting in a lot more input. I've got two new 500s, the full-on World Championship stuff, the best equipment that they can possibly give me, so that right there is telling me that they're interested in seeing me do well.

On the subject of American road racing: If you were talking to Mike DiPrete or Bill Boyce or the AMA Board of Trustees, what suggestions would you make to further improve American road racing, Superbikes and Formula Ones?

They are going to a 750cc Superbike rule in '83, which is good. As far as road racing, I think they should split it away from the dirt track and give each class a number one plate. The factories would enjoy that more. They would like a number one plate on their bike as well any anybody. I think they could advertise it more and get better purses and more sponsors.

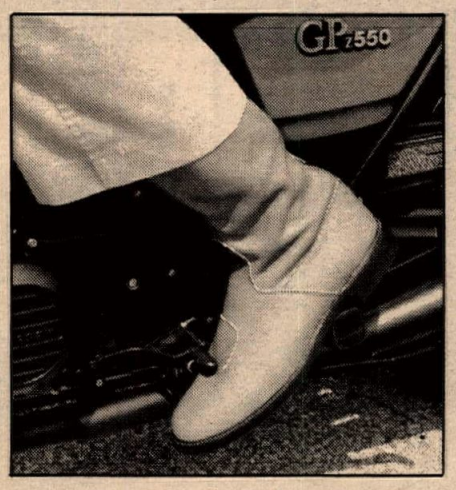
Do you think in road racing the technology will keep pushing the speeds up or do you think we're about as fast as riders can go?

We're getting to that limit now when we're nitpicking at things to get a little more out of the bikes, but I think the AMA is going in the right direction to going down to the 750cc rule for the Superbikes. We really don't need to go that fast, although I don't mind it. I enjoy going 160 mph. I think if they slow them down, it would be closer, better racing. Let everybody ride 750s and you'll have more riders out in front. People can afford them a little easier just because of maintenance. I think they'll stay together a little better. You'll see a lot better racing with 750s.

Do you think it'll ever get to where a privateer can win in the Superbike class?

They're going in that direction now with the rules in '83. You have to use a lot of stock production parts now and so they're going to that rule. A privateer could right now, if he had the ability to do it. I could pretty much build the bike that I have now. As good as that. I think Rob Muzzy could build a bike like that bike, even if he wasn't working for the factory. ●

PRODUCT EVALUATION



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Castre Road Race/Touring Boots do double duty and do it well. They are just as at home off the bike as on it. We speak from experience. It's been five months and over 6,000 miles ago that we started wearing them. The boots have picked up a couple of scuff marks and a nick here and there, but they're still in good shape and look good. You can't ask much more than that from a pair of boots.

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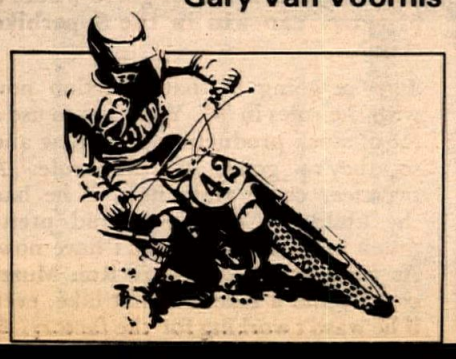
The boots are made of supple leather which didn't crack or stiffen when dried overnight by a baseboard heater after they were soaked in a sudden downpour. We suggest an application or two of Mink Oil or a similar product to get the boots as water repellent as possible.

At 14 inches high, the boots are neither too tall nor too short. There is a stretch panel incorporated into the top for those who like to tuck their pants/leathers into their boots. A zipper runs from the back of the heel to the top of the boot, with a snap closure used at the top. There is a storm flap on the inside and it appears to be adequate to keep out any back-spray if you do get caught in the rain.

The tan/butterscotch color, while very nice, isn't really functional for motorcycle riding. A darker color brown would probably be better. The shift pad on the instep (of both boots) is nice, but it isn't far enough forward to do the job it was designed to do.

The suggested retail price is $74.95. For more information you can contact Castre Incorporated, 836 Flory Mill Rd., Lancaster, PA 17601.

Gary Van Voorhis



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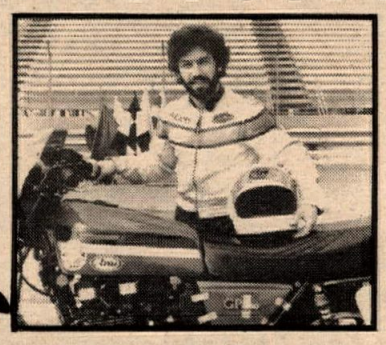

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THE 1982 SU
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In its first time out, Suzuki's new RM-80 made a grand debut in round 3 of the Golden State Series.

The new stock RM-80s proved unbeatable as Rick Hemme guided his RM to the overall win, followed closely by Bruce Bunch who picked up 3rd overall.

It's no wonder, because the 1982 RM-80 comes equipped with Suzuki's Full Floater suspension, a new stronger engine and a light weight of only 130 pounds.

As an indication of things to come, there's no question about who will be the winning ride for '82.

Suzuki, of course.

SUZUKI

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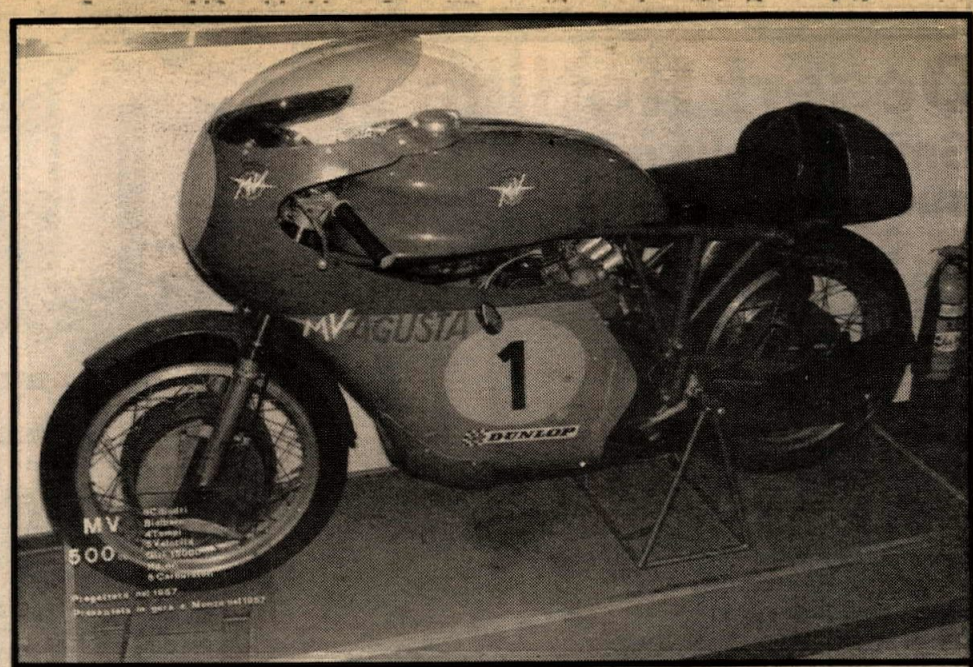
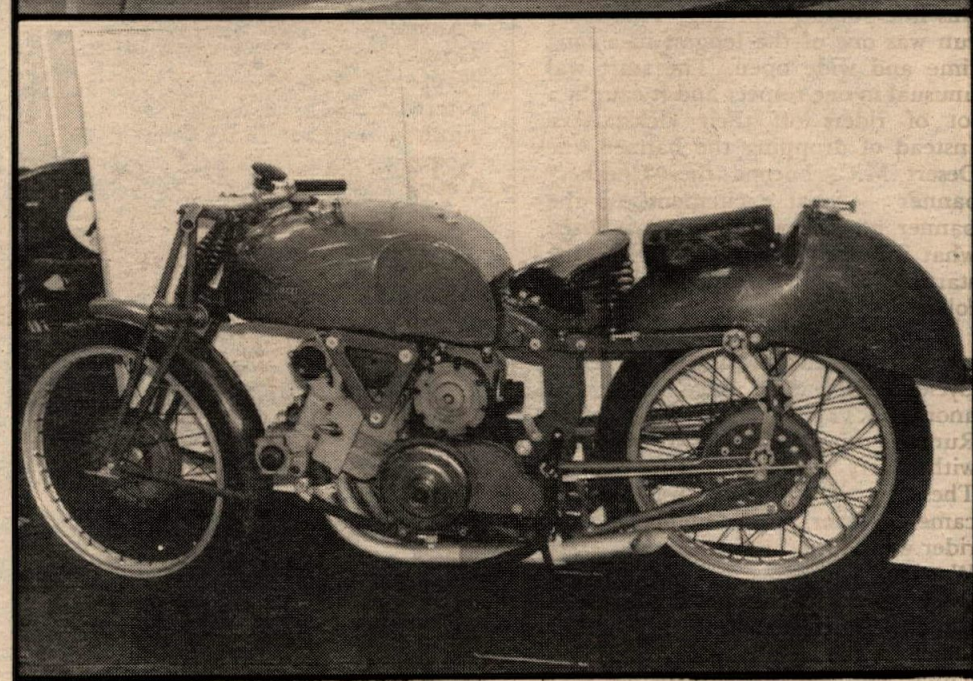
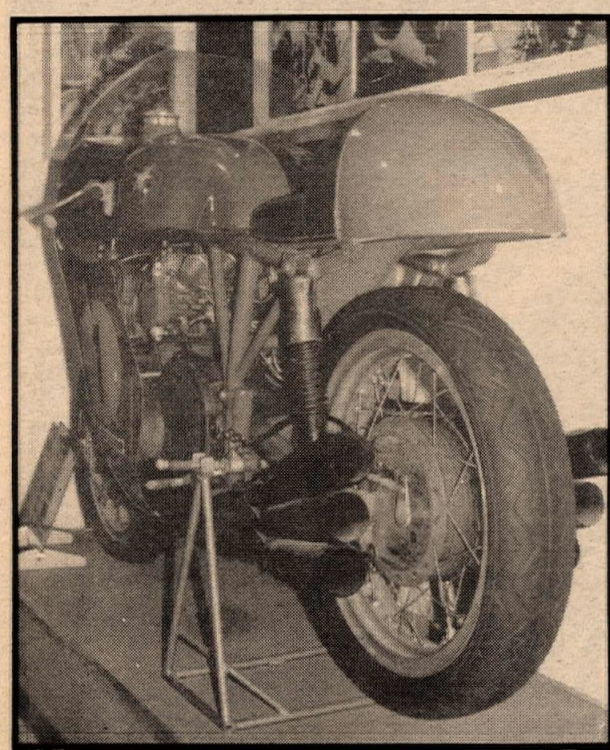
Milan's old multis

Historic racers shown in Italy

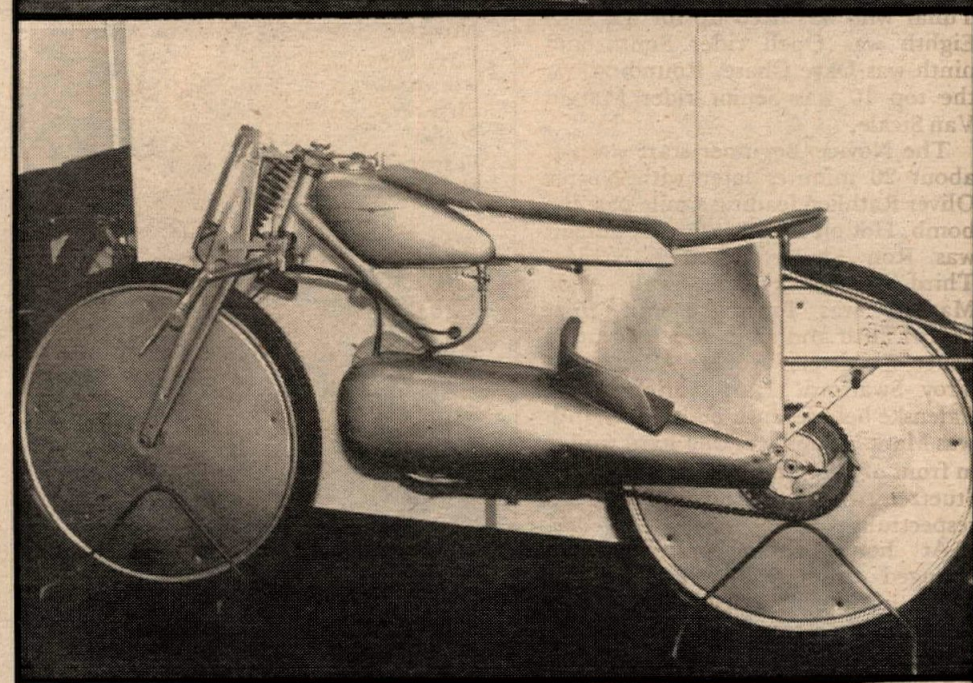
Photos by Alan Cathcart

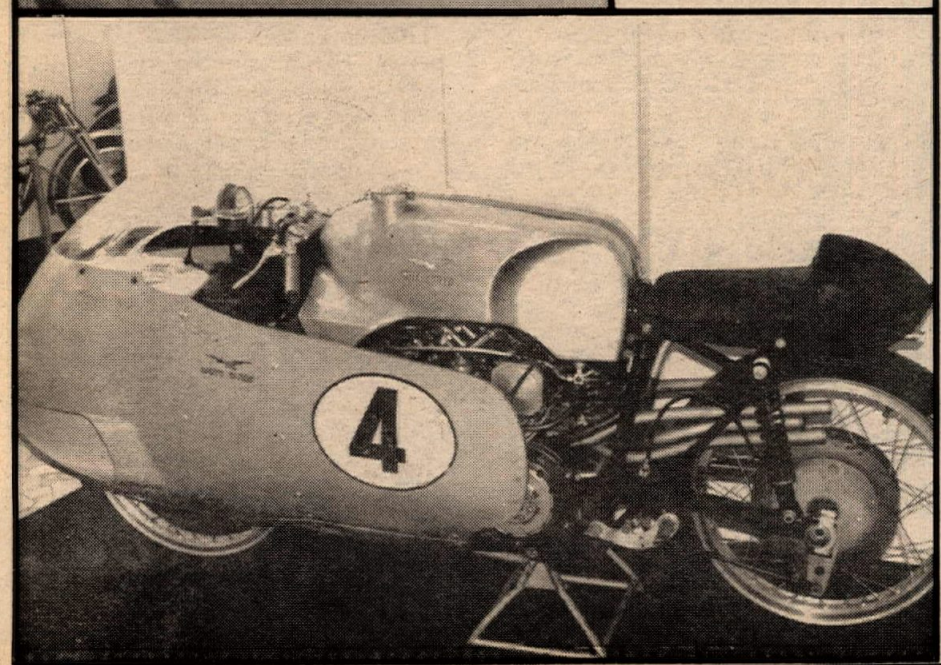


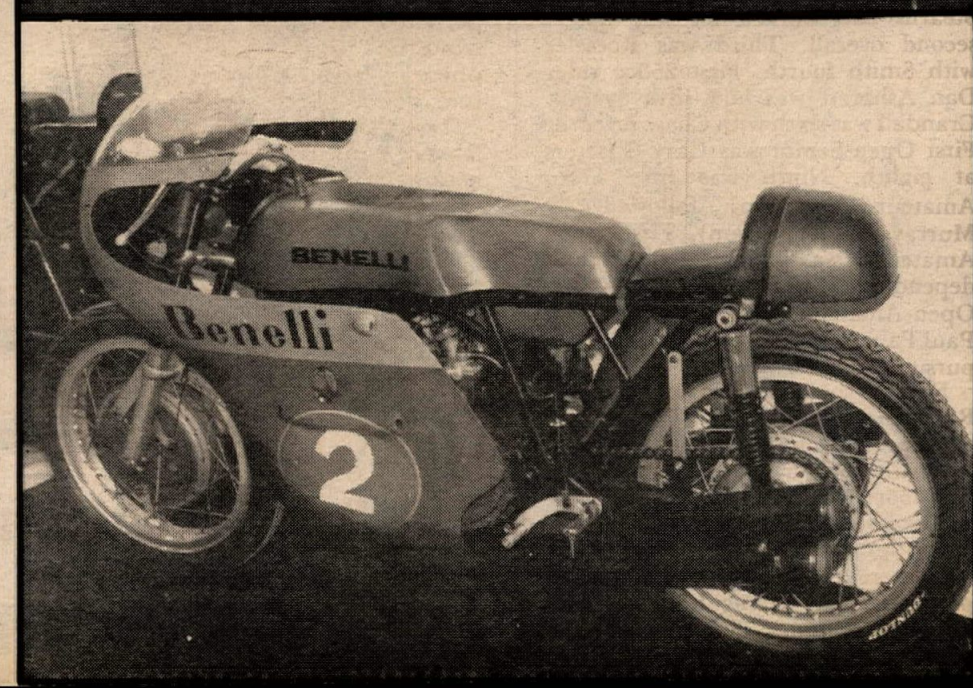




Accompanying the recent motorcycle show in Milan was a display of some of the classic racers produced by Italian marques. Clockwise from top right: The 1957 60 horsepower MV Augusta 500cc six, the 1940 supercharged Moto Guzzi 500cc triple, a record setting 75cc streamlined Guzzino of 1948, the ex-Kel Carruthers 250cc Benelli Four, a 1957 Moto Guzzi 500cc V-8, and another look at the MV Augusta six.







Desert Hotline

Smith smells of success at Desert M.C. D-37 H&H

By Shirley Upp

LUCERNE VALLEY, CA, JAN. 17

Dan Smith (Hus) isn't that fond of the Soggy Dry Lake area for racing but it sure never slowed him down and he came in first overall in what turned out to be a super desert race, the Desert M.C. hare and hound.

This time of year in the desert is the perfect time for some good racing and this is exactly what the spectators got this fine Sunday morning. The bomb run was one of the longest in a long time and wide open. The start was unusual in one respect and it caught a lot of riders off their kickstarters! Instead of dropping the banner, the Desert M.C. burned the "Checker" banner — what excitement! As the banner burned a few riders realized what was going on and were off the starting line, with many more to follow.

A mile past the bomb it was KTM speedster Ken Upp riding out of Jesse's Cycle who had a nice lead over another KTM rider, Chris Crandall. Running third was Chuck Miller (Hus) with Larry Roeseler (Yam) fourth. These two riders had a collision as they came together at the bomb; neither rider went down but it was scary! Dave Wasden (Yam) was in hot pursuit of these riders and running fifth overall. Chuck Stearns (Hon) was being chased today by first Open Amateur Keith Tullar who was fired up for this one! Eighth was Open rider Smith and ninth was Dave Chase. Rounding out the top 10 was Senior rider Marvin Van Sickle.

The Novice/Beginner start was off about 20 minutes later with Novice Oliver Rathlien leading a mile past the bomb. Hot on it and in brutal pursuit was Ron Shuler, another Novice. Third was Rick Price and Andy Mathers was fourth overall, first 250cc. Fifth and sixth were two more 250cc speedsters, Robert Adams and Troy Swafford. Hard riding Grant Palenske held seventh position. Eighth was Mark Molina working hard to stay in front of charging #212 and Richard Stuetzel, who were ninth and 10th respectfully.

At home check positions had changed dramatically, and it was Miller leading now. Miller had taken the lead after Upp had seized about three miles past the bomb. Chuck Stearns had worked his way up to second overall. Third was Roeseler with Smith fourth. First 250cc rider Dan Ashcraft was now fifth overall. Crandall was sixth with Chase seventh. First Open Senior was Gary Charters at eighth. Ninth was first 250cc Amateur Torgeson, followed by Murray Kappko (Yam). First Open Amateur was still Tullar and dependable Bill Saltzman was first Open Amateur Vet. First C bike was Paul Palmer with obby Charters in hot pursuit.

First in the Open Novice class was Rathlien with Price and Shuler one bikelength behind and trying to close in on the leader. Stuetzel was up to first 250cc Novice.

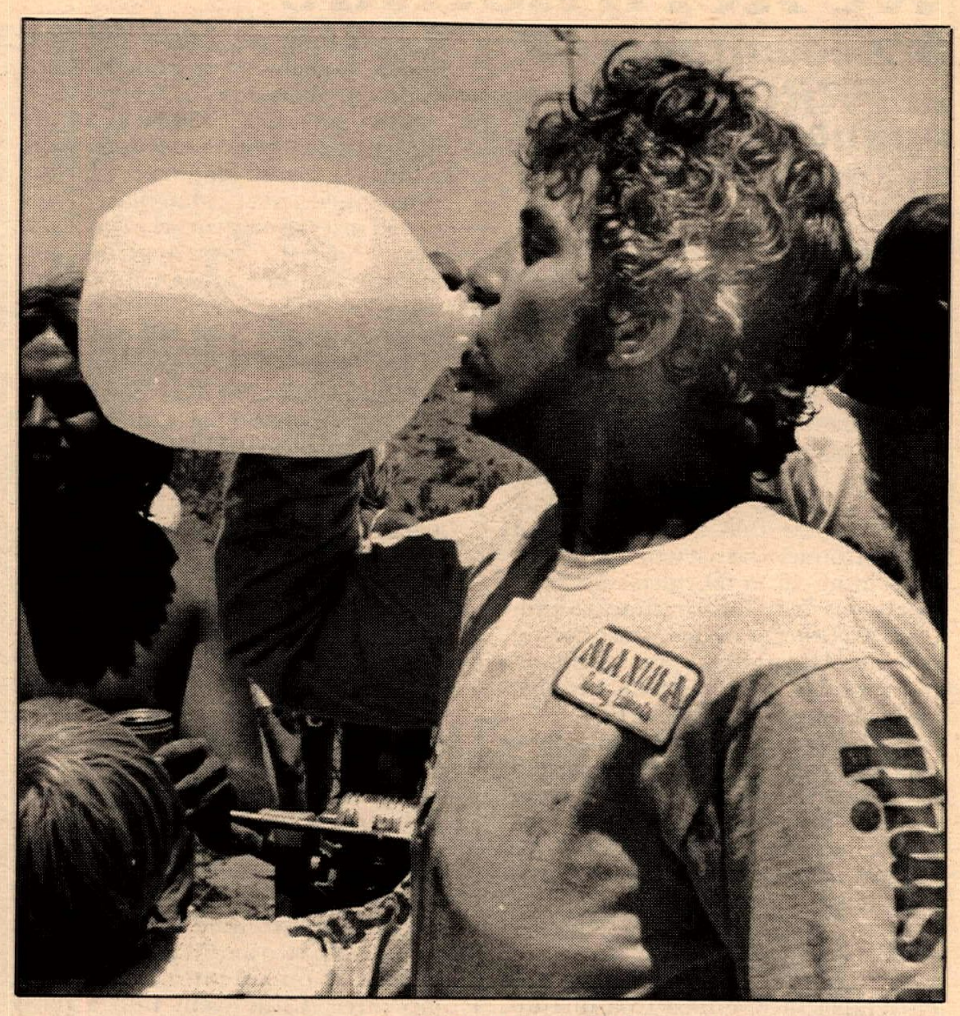
The last loop consisted of some very rough terrain and exceptional riding for desert racers. Miller had a few problems, like having his seat come off, minor things like that! Stearns seized his big Honda and Roeseler had a few things go wrong. Doing battle on the last lap were Chase and Gary Charters. Another pair who were having it out were Palmer and Charters.

Taking the checkered was the high flying Smith. It was a few miles out from the finish that Dan overtook Miller and Dan just kept his bike to the "max" and it paid off. Dan loved the course, as did most riders. Miller managed to hang in for a second with Ashcraft in for third overall and first 250cc. Crandall was fourth. First 250cc Amateur was Torgeson at fifth overall; Mark really turned in a super ride today. As usual the "Super Senior," none other than Gary Charters, was sixth overall and first Open Senior. Now in seventh spot was "Animal" Chase, riding out of Cross Roads Cycle. Eighth was Kappko. Another Amateur turning in a terrific ride today was Tullar, taking ninth and first Open yellow bar. Rounding out the top 10 was Open Vet rider Bill Saltzman.

Taking first C bike was Palmer, who really had to work for it today. Second C bike Bobby Charters was right behind Palmer on the finish. First 250cc Vet was Jim Bringhurst who was being chased by Monte Lee and these two aces came across the finish 16th and 17th. First C bike Amateur was Jim Mattox. First Open Vet Amatuer was hard riding Tim Saueressig.

First 250cc Senior was Ron Bebo. First girl was Lori Farmer (Hon). First Novice ace was Open rider Price. First 250cc Novice ace was Stuetzel. Taking the checkered as first Senior C bike was Willie Eveland.

Taking a decisive victory in the Novice C bike class was John Braasch. First Beginner was Jim Bryant (Hus), who took his bike to the limit today! First C bike Beginner was Dennis Smith. First Vet Beginner was Jim Farrand. First girl Novice was hard charging Vera Charters.



Number one plate Dan Smith took the Desert M.C. overall win. (File photo.)

Birth of a classic: Steve McQueen HS

By Pat Owens

CALIFORNIA CITY, CA JAN. 3

Snow and rain rang in the New Year in the great Mojave Desert. This winter setting gave birth to a classic annual event — the Steve McQueen Memorial Hare Srambles. This year it was held on January third, 1982 near California City at the west end of the Rand Mountains. The scrambles started to perpetuate reunions of desert friends from the '50s and '60s in an atmosphere of fellowship and casual racing.

The idea was conceived by Jack Ross of Ponderosa fame and the plan became a reality with the help of Pat Owens, formerly with Triumph and now at Los Angeles Trade Technical College. Through Bud Ekins, Ross and Owens were introduced to Steve McQueen. All of them raced 650cc Triumph twins in many desert races in the '60s. When Jack Ross started promoting desert races at the Ponderosa, Bud Ekins and Steve McQueen spent many a Sunday racing and enjoying the relaxed atmosphere after the races at the Ponderosa Bar and Restaurant.

Steve McQueen was a born leader and one Sunday after most Ponderosa riders wanted their entry money back because they got lost, Steve saved the day. Steve pulled it out of the fire by getting on the PA system and telling the crowd to head back to the starting line. He suggested that if they didn't know the course they should follow him. Steve finished a very respectable fifth overall and gained the respect of anyone who doubted his ability.

Because Steve started his racing career riding a 650cc Triumph TR-6, the casual racing was done on push rod four-strokes. Of the approximately 50 dinosaur bikes that turned out, 25 owners found the starting line after the Dinosaur Association business meeting.

It was reminiscent of the days when you could look down the starting line and know most of the riders. The only difference now is that some have become close friends.

A quickly erected banner fell almost instantly and the "dinosaurs" headed toward existing trails and a fast downhill sand wash. Gene Smith took the lead shortly after the start. "Steady Eddie" Mulder, "Fast Jack" Hately, and Don "Squatty" Surplice were temporarily distracted and lost the course for a short time. This gave Gene Smith an opportunity to stretch his lead and to be the first rider around the 14 mile course. Challenges from potential winners Mike Haney and "Little John" Hately never materialized as Mike lost an oil line and "Little John" ran out of gas.

The winner, Gene Smith, was followed to the finish line by "Steady Eddie" and his two close friends, Demo de Michele and "Squatty." Bob Bailey, riding his Ascot TT Triumph with low pipes and his famous #33 plate, placed fifth. The finishers stayed for a picture. Of the 25 bikes that started, 17 saw the checkered flag at the end of the 42 mile, three lap race.

"Chief" Morley rode a 1927 Harley JD with exposed rocker arms and push rods. The JD was the conversation high light with its hand shift and foot operated suicide clutch.

Products to support this event were donated by Triumph Motorcycles of America, Kal-Gard Coating and Lubricants, and Barnett Tool and Engineering. Because it was announced at the business meeting before the race, the drawing for the products was delayed until the course had been completely cleaned of ribbons. Gene Smith son of Buck Smith, District 37 number one Desert Heavyweight; was the first rider on the course pulling ribbon. Bob Bailey was the second to leave, riding double with his wife, Carole. They collected most of the ribbon in a large plastic bag. In less than an hour all 14 miles were stripped clean with the help of many others. As it turned out, all that helped were rewarded with either a Barnett cap or a bottle of Kal-Gard fork oil.

The trophy presentation will be informal on Saturday afternoon, April 17, from 5 to 7 p.m. at the Pasadena Rose Bowl Brookside Clubhouse Restaurant. For those interested in staying to attend the Trail Blazers Banquet, please contact Earl Flanders at Flanders Company, 340 South Fair Oaks, Pasadena, California 91105, to purchase tickets at $14 per person. Earl has donated time during the banquet so that Bud Ekins, one of Steve McQueen's closest friends, can present the perpetual trophy from Los Angeles Trade-Technical College to overall winner, Gene Smith.

Jack Ross will keep track of the points earned by riders. Event number three will be the annual Cherry Chase Hare and Hound near Delta, UT, May 30. Event four on September 5 will be announced in *Cycle News*. The last event will hopefully be the 1982 Barstow to Vegas Hare and Hound, November 27. •

Results

1. Gene Smith (Tri 650); 2. Eddie Mulder (Tri 650); 3. Demo de Michele (Tri 650); 4. Don Surplice (Tri 650); 5. Bob Bailey (Tri 750); 6. Dave Maryott (Tri 650); 7. Tom Lee (Tri 650); 8. Randy Palmisano (BSA 500); 9. Jack Hately (Tri 650); 10. David Krohn (Tri 650); 11. Carl Krohn (Tri 650); 12. Pat Owens (Tri 500); 13. Joe Lewis (Tri 650); 14. Bob Tryon (BSA 500); 15. Jim Kelly (Tri 750); 16. Jack Faria (BSA 500); 17. Bill Getty (BSA).

Western hotline

Benedum takes GP at PRRO spring opener

By Kris Aaron-Benedum

PHOENIX, AZ, JAN. 17

The first PRRO road race of the 1982 season was held under sunny Arizona skies, the kind that make you glad you're on a motorcycle, with temperatures in the high 60s. The balmy desert atmosphere made it almost worth getting out of bed at 5 a.m. on a Sunday morning! At the riders' meeting, PRRO director Mike McChargue made it clear that a sorting-out of race personnel to assist with the details of fielding 40 to 60 riders was definitely needed. Last-minute round-ups of corner workers and scoring personnel do not make for a trouble-free race day. McChargue scheduled an input meeting for Feb. 10.

With logistics and administrative problems out of the way, racing began in earnest. It became apparent during the first heat of GP and Box Stock bikes that New Year's resolutions against DNFs were being broken left and right

In the GP class, #10 plateholder Jerry Cline, having just recovered from injuries sustained during the November race, glided to a discouraging halt on lap three when his Suzuki 1100 suddenly refused to run on fumes. It was a long push back into the pits and not the way any racer likes to start out the season. Especially since he had handily grabbed the lead at the start.

Hot on Cline's pipes was PRRO number one rider Norm Benedum mounted on Street Machine's 550 Honda. Benedum and the Street Machine team are a classic example of friendly competition. Even though their rider Eugene Coward has been in tight contention with Benedum over the past year and a half, they offered the Honda as a GP ride when Benedum's Suzuki crank came up DOA.

With Cline out of the running the Honda took over first but was dogged for the remaining seven laps by Mike Williams (1000 Suz). Bringing up the pack was Brian O'Neill on his battered 350 Yamaha. Nothing slows that 350 down. O'Neill overshot turn one and visited the weeds but he quickly recovered and was right back on the track and making up for lost seconds.

In Box Stock Pat Palmer on a 450 Suzuki jumped out ahead of the pack with a healthy lead. New rider Mike Noall out of Cycle Care Center riding a 550 Seca took a strong second, and Eric Anderson, another new rider, on a rowdy little KTM 360 gave them all fits. A piston seizure on lap three put Palmer into a mild low-side, turning the lead over to Noall and taking Palmer out of racing for the remainder of the day.

Back for the second of four heats, Cline went out to do battle in the Super Street class with a refilled tank and made up for any earlier humiliation by grabbing a comfortable two-second lead. Cline led Williams, rider Ted Gabbert on his Suzuki 750 and Jack Casto on a 750 Seca. The second wave of smaller displacement bikes were led by Eugene Coward on the Honda that had just finished winning the first GP heat. Coward's Honda is the product of high-zoot tinkering and top-notch craftsmanship on the part of Gino Coward, owner of Street Machines (and Eugene's Eugene's father) and Dick Suarez, super-wrench from Western Honda in Scottsdale.

Never ones to be stymied by a little thing like a blown oil seal during the GP heat, Coward and Suarez simply super-glued a new seal in place. They stuffed in a rag on general principles, super-glued the cases together and sent the 550 out to win its second heat. Learning a few tricks from Eugene was new rider Jeff Anderson on a Honda 500.

Willie Adams, PRRO rider number two, moved on to a new (and cheaper) bike and proved to be the terror of the 410 class on his RD 350. Adams and his mechanics provided the bike with a goodly amount of yank, but it was Willie's riding style that put him into first place and right up on Coward's rear wheel by the sixth lap!

Because PRRO uses a motocross-type scoring all bikes must run two heats to win. By the time the second heat of GP came around, top riders Williams, Cline, O'Neill and Benedum knew it was all riding on what they could do for the next 10 laps.

They got off the line in just that order. On turn three Benedum moved up to third place with Williams holding on to first and Cline determined to cause him trouble. Cline grabbed first on lap two and Williams took it right back on lap three. Also during lap three, Cline went into a nasty wobble and discovered that one tire had modified itself into a slick. He held on through the seventh lap in a tight battle for the lead with Williams and Benedum.

In lap seven Benedum pulled the Honda, renamed Team Super-Glue, into first. Williams was right on his tail but Cline dropped into third, courtesy of the cord which was making a guest appearance through his "slick."

The Box Stockers were being led around by 550 riders Noall and new rider Mike Fuss on a GPz. Kevin Elliott on his Kawasaki 400 was giving 10 laps of racing lessons to another new rider, Ken Baer, on a Yamaha 400.

In the final heat of the day, Adams stalled on the line and got off to a sorry dead last. Patience, experience and a willingness to inflict road rash on his knees helped him move smoothly up through the pack. Cline, riding with a new set of tires, finally made up for the day's disappointment. He held a healthy seven-second lead over Williams and the rest of the pack.

When the checkered flag came out Adams had easily won his class and was tire to tire with Coward, who took over the lead at the start and never came close to giving it up. Not a bad run for a little 350 and the Super-Glue Express!

Results

BOX STOCK

410: 1. Kevin Elliott (Kaw 400); 2. Ken Baer (400 Yam).

550: 1. Mike Noall (550 Seca); 2. Mike Fuss (GPz 550).

SUPER STREET

410: 1. Willie Adams (350 Yam); 2. Doug Seitz (400 Yam).

550: 1. Eugene Coward (550 Hon); 2. Jeff Anderson (500 Hon).

750: 1. Ted Gabbert (Suz 750); 2. Jack Casto (Seca 750); 3. Greg Schmidt (750 Kaw0.

750: 1. Ted Gabbert (Suz 750); 2. Jack Casto (Seca 750); 3. Greg Schmidt (750 Kaw).

OPEN: 1. Mike Williams (1000 Suz); 2. Jerry Cline (1100 Suz).

GRAN PRIX: 1. Norm Benedum (550 Hon); 2. Mike Williams (1000 Suz); 3. Mick Frew (Yam 250).

Gormley roosts DeAnza Pro gang

By Kit Palmer

SUNNYMEAD, CA, JAN. 17

Yamaha of Indio's Craig Gormley (Yam) swept both motos in the 250cc Pro class at last week's AMA MX at DeAnza Cycle Park. Gormley's closest competitor was Suzuki of Riverside's Dave Pettigrew (Suz) who took a 2-2 score to capture second.

The well-prepared Doug Hall track took on a major face-lift giving racers a new challenge to conquer. Gormley, who had no problems conquering the new or old sections, rocketed into the lead in the first moto ahead of Pettigrew, Expert-classed Ken Campbell and John Mazzacane (Suz).

It wasn't long before Gormley had stretched his lead to a comfortable margin. Yamaha-mounted Greg Taylor began to make his move, taking the third spot on the second lap.

The real battle began to brew between the two Suzuki of Riverside riders Campbell and Mazzacane. In the early goings Mazzacane had slipped by Campbell, and then developed a slight lead. Halfway through the race Campbell began to reel in Mazzacane. The two engaged in a one-on-one duel for the lead.

Mazzacane managed to hold back the hard charging Campbell but gave in with only two laps remaining.

Gormley went on to take the easy win followed by Pettigrew and Taylor, while Campbell took the Expert win inches ahead of Mazzacane.

The start of moto two saw Gormley grab the early lead with Pettigrew, Pat Weber (Suz) and Fred Nichols in pursuit. Nash overtook Nichols when he dropped out of contention on the third lap. He then started to put pressure on Weber. Weber held back Nichols for a few laps but Nichols snuck by, taking over third. Weber came back two laps later to regain his stolen position. From there things only got worse for Weber as both Nichols and Taylor slipped by towards the end of the race.

Like the previous moto Gormley continued to victory followed by Pettigrew, Taylor and Nichols.

In the Expert race it was Campbell who grabbed a comfortable second moto lead in front of Mazzacane. Mazzacane began his long come-from-behind drive to reel in Campbell only a few laps from the finish. Mazzacane's second moto win gave him the victory over Campbell.

The largest class of the day, with 17 riders, was the 125cc Beginner class. At the start of moto one it was the clutch work of John Stroud (Suz) that captured the holeshot in front of Steve Ness (Suz), Alan Hurwit (Suz) and Tiberio Esparza (Yam). Half-way through the race Ness managed to sneak past the leader. Stroud stayed close to the new leader but Ness held on to take the win. Hurwit held on to third while Esparza took fourth.

When the pack of 125s rounded the first turn at the start of moto two it was Hurwit who held the lead followed by Ness, Scott Delameter (Yam) and Jow Provenghi (Yam). Hurwit's lead only lasted two laps before he dropped out on the third lap. Ness then inherited the lead. Esparza began to make his bid and took over second within three laps. Ness went on to take the win and overall just ahead of Esparza and Delameter.

Results

PEE WEE: 1. Mark Hoopingarner (Itj); 2. Christopher Moore (Suz).

JR CYC: 1. Buddy Antuvez (Yam); 2. Adam Fitzgerald (Yam).

MINI BEG: 1. Bryan Prvitt (Yam); 2. David Tanghe (Yam); 3. Pat Gunnwron (Yam).

MINI NOV: 1. Mike Fitzgerald (Yam); 2. Terry Szucsko (Yam); 3. Darren Hoopingarner (Kaw).

125 BEG: 1. Steve Ness (Suz); 2. Tiberio Esparza (Yam); 3. Scott Delameter (Yam).

125 NOV: 1. Mark Wiedeman (Suz); 2. Jim German (Yam); 3. Dennis Senell (Suz).

125 INT: 1. Taylor Marcell (Yam); 2. Jim Pearson (Suz); 3. Todd Rypka (Suz).

125 PRO: 1. Donnie Sigrist (Suz); 2. Charles Osterday (Suz).

250 BEG: 1.Steve Christensen (Hon); 2. Tim Krehbiel (Hus); 3. Rick Benson.

250 NOV: 1. Colin Ryan (Yam); 2. Mark Montgomery (Kaw); 3. Cal Stuebner (Suz).

250 INT: 1. Kit Palmer (Suz); 2. Jim McIntash (Suz).

250 EX: 1. John Mazzacane (Suz); 2. Ken Campball (Suz).

250 PRO: 1. Craig Gormley (Yam); 2. David Pettigrew (Suz); 3. Greg Taylor (Yam).

OPEN BEG: 1. Ron Rogers (Hon); 2. Errol Ledyc (Yam); 3. Steve Temple (Yam).

OPEN NOV: 1. Perry Ziino (Yam); 2. Jeff Wiedeman (Yam); 3. Greg Roberg (Yam).

OPEN INT: 1. Ron Lawson (Suz); 2. Rick Grant (Mai; 3. Arthur Clever (Yam).

OPEN PRO: 1. Eddie Michetti (Suz); 2. Bill Pelb (Yam).

VETS EX: 1. Chuck Minert (Hon); 2. Gary Willison; 3. Ed Michetti (Mai).

VET INT: 1. Tom Sawyer (Yam); 2. William Cline (Hus); 3. Mike Boal (Yam).

VET JR: 1. Mike Knox (Hus); 2. D.J. Kokos (Hus); 3. Tim Jones (Yam).

Gambetta, Simons take AME MX wins

By Laura Richard

VALENCIA, CA, JAN. 10

The American Motocross Enterprises opened their 1982 racing season at Indian Dunes on the International course today. Yamaha of Goleta sponsored Mark Gambetta was able to put together back-to-back wins for the day in the Open Pro race.

The wins didn't come easy for the strong riding Gambetta. Round one saw Kolbe Honda sponsored Steve Rawson jumping into the lead with Gambetta taking over second place and third being filled by Sunshine Yamaha rider Erin Buskerk.

Rawson was able to hold onto the lead until lap 11 when he stalled his bike going into one of the corners giving the lead to Gambetta. Rawson had to settle for second with Burkirk taking third.

Round two saw Gambetta jump into the lead followed by Buskirk and Suzuki of Ventura sponsored Brand Johnson.

The 250cc Pro class saw Brand Johnson taking back to back wins. In round one Johnson took the holeshot and the lead followed by Orin Buskirk and Crossroads Suzuki mounted Jim Sendlebach. Johnson was able to hold off Buskirk to take the win.

Round two again saw Johnson take the lead followed by Buskirk and Kolbe Honda mounted Tom Webb.

Johnson was able to take the win and overall for the day with second going to Buskirk and the third slot being filled by Webb.

The 125cc Pro class saw Simi Cycle's Jim Simons (Yam) taking back-to-back wins for the day.

Suzuki of Ventura sponsored Lance Johnson was able to put together back-to-back wins in the 125cc Junior class with second place going to Suzuki mounted Bernard Lehn and third being filled by Kawasaki of Goleta rider Mike Knapp.

In the 125cc Intermediate class Bill Moore sponsored Andy Ellis took back-to-back wins with second going to Yamaha of Goleta rider Dave Moore and third to Suzuki mounted Scott Marrison.

In the 250cc Junior class it was Robert Pugmire taking his Honda to a double win with second going to Yamaha of Goleta rider Lee Johnson and third being filled by Suzuki mounted Dan Fitzgerald.

The 250cc Intermediate class saw Kal-Gard sponsored Randy Lippie

put his Suzuki into the winner's circle with second place going to Suzuki of Van Nuys rider Dave Welty. Third was Yamaha mounted Peber Borg.

Randy Schwalenberg was able to ride his Yamaha to the overall win for the Open Intermediate class with second going to Yamaha of Thousand Oaks rider Rocky Hash and third to Salem Yamaha rider Alan Hinkley.

Results

VETS JR: 1. Richard Drolen (Hus).
VETS INT: 1. Too Tall Jim (Suz).
VETS EX: 1. Bob Millner; 2. Gary Willison (Suz).
61 JR: 1. Joe Brown (Suz); 2. Jeff Leonard (Yam); 3. Shawn Bates (Yam).
61 INT: 1. Danny Lamb (Yam); 2. Kayle Johnson (Yam); 3. Alan Pierce (Yam).
83 BEG: 1. Joe Hopkins (Kaw); 2. Brad Toms (Kaw); 3. Robert Hopkins (Yam).
83 JR): 1. Alan Pierce (Yam); 2. Curt Tumble (Yam); 3. Tom Holt (Kaw).
83cc INT: 1. Joe Lozan (Yam); 2. Lance Johnson (Suz); 3. Troy Welty (Kaw).
100 JR: 1. Steve Corteville (Suz).
125 BEG: 1. Bill Waltman (Suz); 2. John Downey (Yam); 3. Joey Handley (Suz).
125 JR: 1. Lance Johnson (Suz); 2. Bernard Lehn (Suz); 3. Mike Knapp (Kaw).
125 INT: 1. Andy Ellis (Yam); 2. Dave Moore (Yam); 3. Scott Marrison (Suz).
125 PRO: 1. Jim Simons (Suz).
250 BEG: 1. Dean Kassel (Yam); 2. Brad Halfon (Yam); 3. Kenn Morgan (Hon).
250 JR: 1. Robert Pugmire (Hon); 2. Lee Johnson (Yam); 3. Dan Fitzgerald (Suz).
250 INT: 1. Randy Lippie (Suz); 2. Dave Welty (Suz); 3. Peber Borg (Yam). 250 PRO: 1. Brand Johnson (Suz); 2. Erin Buskirk (Yam); 3. Tom Webb (Hon).
OPEN BEG: 1. Jim Lichlyter (Hon).
OPEN JR: 1. Dan Baker (Hon); 2. Don Durrer (Yam).
OPEN INT: 1. Randy Schwalenberg (Yam); 2. Rocky Hash (Yam); 3. Alaan Hinkley (Yam).
OPEN PRO: 1. Mark Gambetta (Yam); 2. Erin Buskirk (Yam); 3. Brand Johnson (Suz).

Rosenburg and Hutchens top OTs at Sunrise

By Bob Alloy

ADELANTO, CA, JAN. 10

Thirty-nine Old Timers with hot coffee and thermal underwear, fought temperatures below 50° and heavy rains. Sunrise just didn't at Sunrise Valley but that didn't stop us. The track was fast with super traction because of the rain and we had our share of fun.

Both the new and old tracks were used. We were given seven laps which gave us long 25 minute motos.

Master Dennis Rosenburg stormed right out there with a 1-1 to win overall. Tom Widick was lightning fast with his 2-2 for second.

Expert Chuck Woody got right in there with the fast stuff by gassing into the lead and keeping things that way. Dave Hutchens followed Woody in with second and Dick Frampton blasted in with third.

Chuck Woody dominated the action in moto two until the fifth lap. Then Dave Hutchens made his big play and shot by Woody to take over the lead and win. Woody was right there for second and Frampton pulled in with a fast third.

Dick Burley did a lot of Amateur blasting with his Yamaha. Burley was the mostest out there with his first place. Gene Powell did some fast moving to get second place. Third place was Arnie Adkinson who was followed by Al Smith with fourth. Moto two began with Gabe Guttierez getting the holeshot and taking the lead. Then it was Dick Burley who had the lead for a lap. But Al Smith came through and rode away with first. Gabe Guttierez grabbed second and Gene Powell powered into third. Dick Burley held on, problems and all, and took fourth.

Amateur Dave Blogett began the action and for three laps things were going his way. Larry Calderon (Suz) took over and it was Calderon who ran away with the number one position.

Joe McClain did some blasting to come in second. Dave Bloggett held on with third.

Larry Calderon looked like a real winner in moto two but after two laps Richard Guthrie was leading the action. In the end it was Joe McClain who decided the outcome by zooming into first. Dave Bloggett took second and Larry Calderon took third.

Results

MASTERS: 1. Dennis Rosenberg (Hon); 2. Tom Widick (Yam).
EXPERTS: 1. Dave Hutchens (Yam); 2. Chuck Woody (Suz); 3. Dick Frampton (Mai).
AMATEURS: 1. Al Smith (Yam); 2. Gene Powell (Yam); 3. Dick Burley (Hon).
NOVICES: 1. Joe McClain (Hon); 2. Larry Calderon (Suz); 3. David Bloggett (Yam).

Pedersen floats to SSM victory

By Terry Whytal

ORANGE, CA, JAN. 9

Canadian rider Ross Pederson rode his Suzuki Floater to the 250cc Pro win at this weeks Saddleback Saturday Motocross

Pederson had to take a back seat in the first moto as AMA D-37 number one plate holder Dave Pettigrew powered into the early lead and reached the checkers first.

Pettigrew had problems in the second round however and dropped to third as Pederson rode a near perfect race and easily topped the field at motos end.

Pettigrew ended the day with second overall behind Pederson while Yamaha rider Glen Senecal tallied a 4-2 score to pick up the third place share of the purse.

Honda rider Steve Rhyan was flyin' in the Open class. Rhyan gated well in both motos and roosted away to safe leads by the mid-way point. Following Rhyan to the checkers in each race was Yamaha ISDE star Larry Roeseler. His motocross skills have improved greatly in the past two years. Greg Young finished third on a Yamaha.

Paul Huffman used a pair of second place finishes to top the Open Intermediate class as first moto winner Alan Olson didn't compete in the second race. Huffmans Yamaha followed Olsons' Maico to the checkers in round one with Marvin Olson powering his Maico to third and Tom White grabbing fourth on a new Honda.

White came back to ace the second moto as he adjusted to the Honda. Whites 4-1 score was good enough for second overall ahead of Yamaha rider Mike Boal.

Results

OPEN PRO: 1. Steve Rhyan (Hon); 2. Larry Roeseler (Yam); 3. Gregg Young (Yam).
250 PRO: 1. Ross Pederson (Suz); 2. Dave Pettigrew (Suz); 3. Glen Senecal (Yam).
125 PRO: 1. Alex Jud (Suz); 2. Doug O'Donnell (Suz); 3. John Rudder (Suz).
OPEN INT: 1. Paul Hoffman (Hon); 2. Tom White (Hon); 3. Mike Boal (Yam).
250 INT: 1. Steve Gilbert (Yam); 2. Luc DeLey (Suz); 3. Paul Krause (Yam).
125 INT: 1. Brian Monkey (Yam); 2. Tim Foster (Suz); 3. Mark Milam (Yam).
OPEN NOV: 1. Todd Wiseman (Yam); 2. Scott Wiseman (Yam); 3. Mike Henry (Suz).
250 NOV: 1. A. Peters (Hon); 2. D. Leyson (Hon); 3. William Noble (Suz).
125 NOV: 1. Brian Finmark (Suz); 2. Jay Spear (Suz); 3. Jose Hernandez (Suz).
OPEN BEG: 1. Eric Evans (Suz); 2. Bill Meyanson (Yam); 3. Chris Makay (Mai).
125 BEG: 1. Ed Metro (Yam); 2. John Canfersieck (Hon).
VET EX: 1. Jerry Benson (Suz); 2. Jody Weisel (Yam).
VET INT: 1. Neil Stapelton (Hon); 2. John Tartaglia (Mai).
VET NOV: 1. Robert Berdyck (Mai); 2. Terry Pratt (Yam); 3. B. Decleque (Hon).
MINI INT: 1. John Gergles (Kaw); 2. Steve Skibel (Yam).
MINI NOV: 1. Darren Hoopingardner (Hon); 2. P. Bal (Hon).
MINI BEG: 1. Jeff Kent (Kaw); 2. Todd Thomas (Kaw).

Glover, Jones, Dale top Pros at Saturday Saddleback

By Terry Whytal

ORANGE, CA, JAN. 16

Yamaha teamster Broc Glover made a rare appearance at Saddleback with a 250cc production YZ and showed the local Pros that factory machines are not the only means to success. Glover dominated both motos easily, opening huge leads on the pack by the mid-way mark and then cruising in for the checkers.

Suzuki rider Andy Guth kept the gas on in each race and won the battle for the runner-up slot. Finishing with a third overall score was Husky desert-specialist Tom Kelly who posted 5-3 finishing positions.

Former National Champ Gary Jones rode a new single-shock KTM 495cc to the Open Pro victory. Jones had little problem using the awesome power of the Austrian made machine to open an early lead on second place finisher Steve Rawson. Rawson worked his Honda to back-to-back runner-up finishes to earn the second place share of the purse money ahead of Maico rider Bob Rutten in third.

Young Doug O'Donnell rode an inspired first 125cc Pro moto, pushing his Suzuki Floater to the front of the field and holding off challenges from second place finisher Craig Dale. In round two O'Donnell again roosted to the early lead but began to fade in the late laps and Dale worked his Suzuki to the front to earn the overall win. O'Donnell ended the day with a second overall and Alex Jud made it a Suzuki sweep by placing third.

Results

OPEN PRO: 1. Gary Jones (KTM); 2. Steve Rawson (Hon); 3. Bob Rutten (Mai).
250 PRO: 1. Broc Glover (Yam); 2. Andy Guth (Suz); 3. Tom Kelly (Hus).
125 PRO: 1. Craig Dale (Suz); 2. Doug O'Donnell (Suz); 3. Alex Jud (Suz).
OPEN INT: 1. Gary Bell (Hon); 2. Steven Zoumaras (Yam); 3. Art Gerjes (Hon).
250 INT: 1. Jim Brodie (Hon); 2. Art Oliver (Suz); 3. Ron Varela (Suz).
125 INT: 1. Chris Heinrich (Yam); 2. Kjell Brudevold (Yam); 3. Bryan Davis (Yam).
OPEN NOV: 1. Dave Peters (Suz); 2. Russ Landt (Suz); 3. Scott Wiseman (Yam).
250 NOV: 1. Tim Inman (KTM); 2. Paul Williquette (Mai); 3. William Noble (Suz).
125 NOV: 1. Scott Lund (Suz); 2. Peter Decreez (Yam); 3. Jim Denham (Suz).
OPEN BEG: 1. Steve Quinn (Hon); 2. Bob Klatt (Mai); 3. Ty Larson (Mai).
250 BEG: 1. Tim Krellbeiz (Hus); 2. Tom Vermulen (Hon); 3. Monte Smetherman (Yam).
MINI EX: 1. Todd Campbell (Kaw); 2. Paul Denis (Kaw).
MINI INT: 1. Mark Toyama (Yam); 2. John Gerjes (Kaw); 3. Randy Gatica (Yam).
MINI NOV: 1. Thayne Zito (Yam); 2. John Fitterer (Yam); 3. Pascal Bal (Hon).
MINI BEG: 1. Bobby Bellefeville (Kaw); 2. Todd Thomas (Kaw); 3. Jason Vanderpool (Yam).
VET EX: 1. Ken Ratzloff (Mai); 2. Lynn McGrant (Hus); 3. John White (Mai).
VET INT: 1. Bob Barr (Mai); 2. Jody Weisel (Yam); 3. James Richardson (KTM).
VET NOV: 1. Ken Fellner (Mai); 2. De Clerque (Hon); 3. R.D. Tuzinsky (Yam).
VET BEG: 1. Rex Reese (Hon); 2. Kurt Sofka (Suz).

North out points Arlington at Corona HSMX

By Kit Palmer

CORONA, CA, JAN. 15

Arlington won the overall in all but one class, but the consistent finishes of North gave them top honors in high school motocross competition at Corona Raceway. By the end of the night North had an 89 point advantage over Arlington, 220-137. Poly finished their evening with 89.

Arlington's Wyle Eng (Yam) had a busy night, winning a total of three out-of-four motos to take the overall in both the 125cc and 175cc Novice classes. The only rider to beat Eng was North's Scott Mapes (Kaw), who did it in the first moto of the 175cc Novice class. But Eng's all-important second-moto win enabled him to take the overall. Mapes took second overall while third went to Lloyd Edgerson (Yam).

Mark Decker of Arlington exchanged moto wins with Poly's Dan Lawrence (Yam) in the 125cc Intermediate class, with the upper-hand going to Decker after he won the second moto. Brett Jacobs (Yam) took third each time for third.

The only class in which North was able to take the overall was the Mini Senior class where Chad Barnes (Kaw) traded wins with teammate Gary Dent (Yam).

Barnes took the win by combining a 2-1 score that bested Dent's 1-2 combo. Poly's Jeff Tyrolt (Kaw) took home third after combining a 3-5 tally.

Rick Rodgers (Kaw) took command of the 250cc Pro class by capturing victories each time out. Finishing in second was John Mazzacane (Suz). Third went to Maico-mounted Eric MacCracken. When the gate dropped for the first moto it was Rodgers who shot into the lead with second going to Mazzacane. MacCracken battle with a fouled plug but his Maico defouled itself quickly enough for him to take over the second spot two laps later. But by that time Rodgers had gained enough of a lead to secure first. Mazzacane took third.

Again it was Rodgers who grabbed the early lead in the second moto with MacCracken and Mazzacane following. Rodgers developed a slight lead but MacCracken began to move up with each lap. McCracken's efforts ended when he took a hard fall, shearing the gas tank off his bike. Rodgers finished with the win and the overall while Mazzacane took second.

Jack Scott of Yamaha of Pomona led every lap of both motos to take a convincing win in the 250cc Intermediate class. Finishing in second was Alan McCown who took his Kawasaki to a 4-2 combination. A 2-4 enabled Yamaha mounted Brandon Sneiderwine to take home a third-place trophy.

Results

MINI SR: 1. Chad Barnes (Kaw); 2. Gary Dent (Yam); 3. Jeff Tyrolt (Kaw).
125 NOV: 1. Wylie Eng (Yam); 2. Scott Mapes (Kaw); 3. Arthur Duarte (Yam).
125 INT: 1. Mark Decker (Yam); 2. Dan Lawrence (Yam); 3. Brett Jacobs (Yam).
175 NOV: 1. Wyle Eng (Yam); 2. Scott Mapes (Kaw); 3. Lloyd Edgenson (Yam).
175 SR: 1. Mark Milam (Yam); 2. Mark Decker (Yam); 3. Scott Burns (Suz).
250 NOV: 1. Brandon Sniederwine (Yam); 2. James Conti (Hon); 3. Robert Licursi (Yam).
MINI BEG: 1. Joey Mendoza (Kaw); 2. Ron Jordon (Yam); 3. Ray Ehrsam (Hon).
MINI NOV: 1. Mike Fitzgerald (Yam); 2. Tim Malcolm (Yam); 3. Ron Hammond (Yam).
MINI INT: 1. Thomas Combs (Kaw); 2. Steve Gamble (Yam); 3. Jerry Reyes (Kaw).
125 BEG: 1. Chris Pillow (Suz); 2. Fabian Bucheli (Suz); 3. Dave Otramba (Hus).
125 BEG: 1. Wade Pegram (Hon); 2. Todd Correll (Yam); 3. Mike Alano (Yam).
125 NOV: 1. Eric Sackett (Yam); 2. Don Feeley (Suz); 3. Jay Spear (Suz).
125 INT: 1. Bruce Harerow (Suz); 2. Greg Bender (Yam); 3. Con Berner (Yam).
125 PRO: 1. Chris Heinrich (Yam); 2. Scott Wilkinson (Suz).
250 BEG: 1. Mike Callahan (Hon); 2. Ted Groom (Hon); 3. Scott Burian (Hon).
250 NOV: 1. Scott Yenzer (Hon); 2. Bill Groom (Yam); 3. Todd Cunning (Yam).
250 INT: 1. Jack Scott (Yam); 2. Alan McCown (Kaw); 3. Brandon Sneiderwine (Yam).
250 PRO: 1. Rick Rodgers (Kaw); 2. John Mazzacane (Suz); 3. Eric MacCracken (Mai).
500 BEG: 1. Tom Sawyer (Yam); 2. Mark Capriotti (Yam).
500 NOV: 1. Mike Serten (Yam); 2. Paul Schreffler (Hon).
500 INT: 1. Ron Lawson (Suz); 2. Robert Tippit (Yam); 3. Larry Wells (Suz).

5 TIME WINNERS

Alan Klumph
Mike Ledvinka
Dennis Chester
Michael E. Hilley, Jr.
Gregory Luter
Toni Marie Baker
Ed L. Wilson
James R. Davis
Brian Pedro
Mark Hartley
Ron Morganthaler
Jim Creech
Mark Sparling
Fred Veator
Charlie Bowles
Dan Bennett
Jerry Morgan
William Reese
Benny Means, Jr.
Ken Hoogland
Randy Love
Neal Waldrop
Dr. Revis Butler
Lawrence Hayes
Bob Dana
Larry Sause
Richard Sinclair
Todd Ratliff

4 TIME WINNERS

Scott Sampson
Steve McWilliams
Ron Bowman
Taz Harvey
Mickey Dunlap
Debbie Rocha
Richard Harvey
Richie Bergenson
Harry Boudakian
Steve Ponelit
Steve Hill
Richard Rowe
Kenneth Hammond
David Clemence
Donald L. Clasky

3 TIME WINNERS

Don Curler
Keith Kley
Robbie Robinson
Dan Ingram
Maynard Travis
Roland Curler
Gary Johnston
Steve Friebe
Jimmy Garmon
Tom Howard
Donald Narless
Jon King
Ray Krantz
Jo Anne Miller
Robert Howard
Michael Harrison
Rick Forrest
Shauna Hopkins
Fred Horvat

2 TIME WINNERS

Douglas Barlow
Stephen Dangleman
William Polun
Robert Masters
Johnny Sampson
Kay Hopkins
William Inman
Don Ingram
Don Morrison
John Poor, Jr.
Ralph Cooper
A.H. Ray
Terry Tietz
Cindy Delhomme
Martin Murphy
Jerry Evenigred
Steve Mize
Ronald K. Cartmell
Doug West
John R. Thomas
Ron Monnig
Harry Hopes
Edward Johnson
Rick Horvat
James White
Earle Bartley
Robert J. Young

The riders in fr
have been in fron

If you ride enduros, you'll probably recognize a few of these names.

But it's time to recognize all of them. Because they've been finishing first, second or third in approved enduro races all over the country.

They've been doing it on Honda XR's and XL's as part of our XR/XL Contingency Program.

And every time they won a race, we

ALWAYS WEAR A HELMET AND EYE PROTECTION. Rules, guidelines and benefits of this program are subject to change without notice. ©1982 American Honda Motor Co., Inc.

1 TIME WINNERS
Steve Pawlak
Jim Wiseman
Darrell Brown
Matt Vulk
Phil Hanford
Robert Felmlee II
Bernard Wood
Allen Suett
Perry Mangiaracina
Eddie Dean
Dave Schunway
Gordon Peters
Alex Hafner
Robert Johnson
Ray Roche
Terry Mchane
Brent Carnahan
Randy Parish
Dan Miller
John Thompson
Rodney McNutt
Berkly Calkins
Bobby Whitehurst
Ed Van Overloop
James Glidewell
Garry Johnson
Brent Bail
Don Ryan, Jr.
Mike Stokes
Dick Limoncelli
Dale Greenwald
Mark Clark
Tim Vickers
John Wagoner
Robert Possehl
Donald R. Ramer II
Leo Anthony, Jr.
Kelly Upton
Donnie Watson
Richard Ingold
Joe Yukon
Joe Villines
Gretna Hopson
Gregg Reid
Bruce Cratty
Mike Martinez
Eddie Doso
John Laney
Jeff Haasl
Steven Chappell
John Crean
Todd Oliver
Rob Nichols
Ben Cheatwood
Leigh Overstreet
Richard Egbert
Gordon Petersen
Linda Blum
Dave Kukura
Harvey Garecht
Gerald Mitchell
Jimm Givffra
Doug Tillis
Steve Peters
Eric M. Howard
Stan Gregory
Buddy Gaillard
Michael Lewis
Donald Graber
Steve Silver
Todd Corne
Jim Brannon
Jimmy Merck
Dennis L. Calkins
Debbie Hackler
Rickie Joe Huffman
Gordon V. Harvey
Daniel Lee Williams
Jimmie L. Bridewell
Glen J. Purcell
Fitzhugh L. Miller
Dave Gilders
Brad Bendy
D. Schimmelpfenning
Van L. Rhodes
David Leverson
Ronald Geiger
Nan Richards, Jr.
John McNamara
Barry Manning
Randy Bigham

nt of you now
of you all season.

gave them a $100 cash certificate for Honda merchandise. Every second place was worth $50 and thirds got them $25. Redeemable at their Honda dealers in helmets, jerseys, parts or whatever.

There's one more thing we should all give them though. A whole lot of credit.

HONDA
FOLLOW THE LEADER

THE LATEST POOP BY PAPA WEALEY

HosPITal STOP: Bel-Ray's Dave Rodgers broke his shoulder in two places as the result of a Jan. 19 four-wheel drive accident down in Baja. Rodgers, along with Bryar Holcomb and Robin Christensen, was in a support vehicle for the *Motorcyclist*/Baja Chase trail ride that started after the recent Anaheim Trade Show. The vehicle was reportedly totalled, but both Holcomb and Christensen escaped injury. Rodgers was hospitalized briefly, but as of pressday Jan. 26, was back at work. Send those get well cards to him at Bel-Ray, 10015 Muirlands Blvd., Unit G, Irvine, CA 92714.

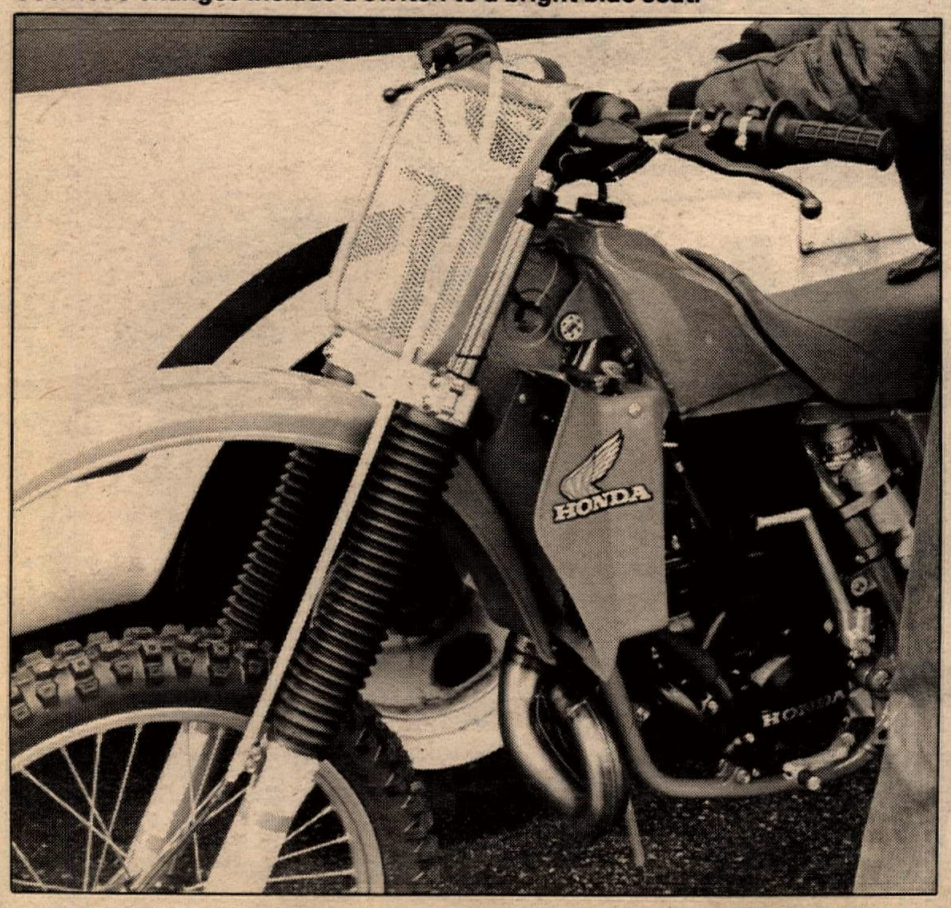
Word reaches us from Japan via England that in a recent dealer show in Japan, Honda displayed a mock-up of what very well might be a 1983 production machine. Called the VT250, it's a four-stroke, water-cooled V-twin with a 90-degree cylinder layout ala Ducati. The headwork is said to contain four valves per cylinder and the target for engine output is in the neighborhood of 35. The Pro-Link chassis sits on 16-inch wheels. A 350cc version might be produced as well.

Steve Goodspring will be joining the instruction staff of the L.A. Trade-Technical College motorcycle course. Goodspring is a Trade-Tech graduate who had been employed by Yamaha for the past four years. When he joined the staff on Feb. 3, chief instructor Pat Owens said Goodspring will be working will be working with second semester students.

The Hungry Valley Citizen's Advisory Committee underwent reorganization recently and will now be known as the Hungry 7-2. Lowell Gomes is the chairman, Dwight Bickmore is the vice-chairman and Ed Waldheim is the secretary. Also holding spots on the committee are Melissa Fulton, Robert Eller, Joseph Puckett and Phil Marsik.

Riding a factory Honda 550 single, Frenchman Cyril Neveu led a 1-2 sweep of the Jan. 1-20 Paris to Dakar 7,400 mile endurance race. Three other Hondas had been leading at the halfway point before an injury-producing crash and a subsequent time penalty took them out of contention. Jean Paul Mingels (Yam) took the lead before he crashed also and turned the lead over to Neveu.

We got a sneak preview of the new Honda works Supercross machines, and you're seeing the first-ever pictures right here. The most radical innovation we could see was the gas tank, which barely covers the frame tube but then runs down below the level of the seat to the top of the engine cases. Cosmetic changes include a switch to a bright blue seat.



HosPITal STOP: Hurley Wilvert, who now works at Kawasaki and was on their factory road racing team in the mid-'70s, has been hospitalized since New Years Day following a serious snowmobile accident. Wilvert was apparently pinned between a steel gate and the snowmobile in the high speed impact, breaking both legs, his jaw, cheekbones and eye sockets. Hurley is still in the hospital, but should be released at the end of this week. We're sure he would appreciate hearing from the motorcycle community. Address that note to his attention at Kawasaki, 3630 Garry St., Santa Ana, CA 92704.

A note of explanation on the Eddie Lawson Replica that Kawasaki is introducing. Originally labled the GPz1000, it's been renamed and will be offered in two versions. The first is the KZ1000R, which will come with the same paintwork as the Lawson machine, along with Kerker pipe and external reservoir shocks. There'll be 700 of those for sale. The second version is the KZ1000S, a full-on ready-to-race Superbike complete KHI racing motor. Only 30 of these machines will be available, and they will be sold through the racing department, so get your resume ready.

Graham Noyce (Hon) has captured his fifth British Championship followed by 250cc World Champion Neil Hudson. Dave Watson took third.

Wayne Rainey found a box waiting for him to ride at Daytona. The box didn't have much in the way of speed so they opened it and found one of the new Eddie Lawson Replica production Superbikes. Rainey broke it in and ran a 2:14 lap. Rainey said, "It only has about 125 horsepower." Papa had heard that the bikes were just like Eddie's except for Rob Muzzy headwork and the carbs. The old guy had heard that even the massive front breaks would be production. Rainey wouldn't say for sure, but he said it stops good!

Girl racer Christine Baur will be at Daytona on a TZ250J. Speaking at the KPFK Centerstand Day, during her interview Baur said, "I don't think that women can physically compete with men in Pro motocross, but road racing depends more on thinking than strength. That's not to say that motocross does not require thought, just that road racing doesn't require the same strength. I think that a woman could become a good road racer." Baur also said that she started racing to help her do better stunts, but now she does stunts to pay for racing. Her goal is to make her racing pay its own way.

Debbie Evans made an appearance at Centerstand Day and jumped on a trials bike after a two year layoff and proceeded to do some neat tricks, including her famous headstand. She wore designer jeans, tennis shoes, a parka and a borrowed helmet. She rode a bike she had never ridden before. She tried about four helmets till she found one near small enough.

In last week's Golden State race at Sand Hill Ranch, 125cc Pro winner Johnny O'Mara was on a production CR125, not a factory Honda as originally reported. Also, in the second 500cc Pro moto, it was not a shock problem that caused Phil Larson to fade but a transmission that was reluctant to shift out of second.

The District 37 awards presentation will be held Jan. 29 at the Gatch restaurant on State College Blvd., across from Anaheim Stadium. Things get underway at 7:30 p.m.

The Speedway on Ice Folks have four open positions for qualified riders in the Feb. 27 Bob Hetrick Memorial Speedway on Ice Championships in Tucson, AZ. Total prize money for the event is $3700, with the win good for $1000. Call 602/296-1345.

Two days after an article appeared in the *Los Angeles Times* about him and the upcoming race, Dale's Modern Cycle/Hallman/White Bros. Yamaha rider Bruce Ogilvie took his trusty white IT465 to the overall win at the PRO/Dirt Explosion Adelanto Grand Prix. Jeff Kaplan passed Mike Baker on the last lap for second overall and first 250cc while Morgan Malacco grabbed fourth overall, second Open. Yamaha-mounted Bill Mattox beat all other 125s to the finish in the two-and-a-half hour race, and Dave Aldana took his Honda to the Class 30 win. Coverage next week.

Smith Goggles has announced a $17,200 contingency posting for privateers *only* in Supercross and National MX competition. The first overall privateer, if he's wearing Smith goggles, will collect $250. A second overall privateer placing and a pair of Smiths over your eyes would net you $150.

Anaheim Husqvarna and Pro Circuit Products have moved, and owner Mitch Payton wants to invite everyone to the grand opening Jan. 29 at 7:30 p.m., the night before the Anaheim Supercross. Besides checking out the new expanded facilities and devouring munchies, Husky team members Kris Bigelow and Mike Guerra, Mark Blackwell, Pro Circuit rider Dave Gerig and others including Darrell Shultz and Goat Breker will be there to bench race and sign autographs. The new address is 4212 E. La Palma, Anaheim, CA 92807, between Tustin and Lake View on La Palma. If you need to call, 714/993-5400 is the number.

EDAW, an environmental planning company, has begun work on an OHV Trails Plan for California Department of Parks and Recreation. EDAW will be interviewing OHV trail users by phone, mail and in person at OHV trail areas. In addition they will inventory OHV trails for the Plan, which is to be completed early next year. For more info on the survey and the development of the plan, contact Henry Ortman, Development Division, Dept. of Parks and Recreation, P.O. Box 2390, Sacramento, CA 95811, 916/322-9572.

We at *Cycle News* would like to thank the friendly folks at Ed Kretz & Son Motorcycles in Monterey Park, CA, for the use of one of their RM250Z Suzukis in our booth at the Anaheim Motorcycle & Accessory trade show.

The GSM Motocycle Accessories of North Hollywood, CA, has just purchased the former Import Cycle, located in Ponca City, OK. The purchase of the 11,000 square foot building was necessary

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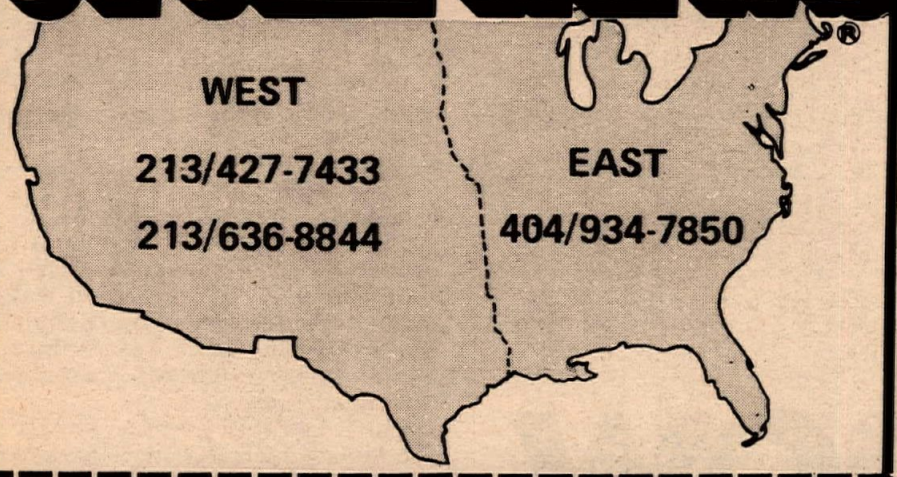

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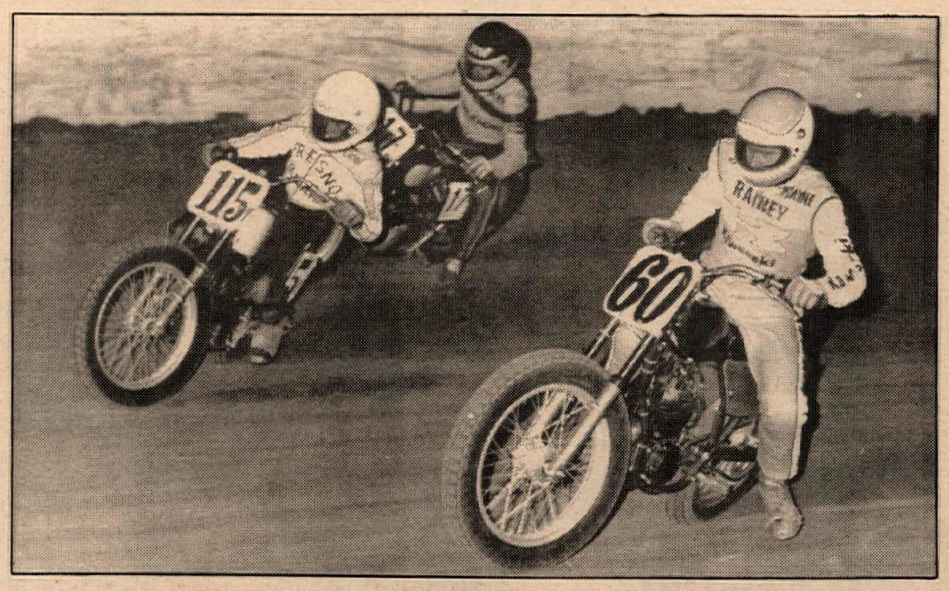


Wayne Rainey (60), Don Howard (115Y) and Bobby Beer battle at Corona.

220 take free entries at Corona raceway

By Elaine Jones
Photo by Dan Mahony

CORONA, CA, JAN. 9

In what has become a Corona Raceway tradition, the season opener for flattrack had free entries for sportsmen and the riders responded with an excellent turnout including a few motocross riders.

The Pro rider of the night was Kawasaki factory rider Wayne Rainey who rode three and won three. The first win for Rainey was the Open TT but it was Tommy Walton who got the jump on the field with Rainey and Pete Hames in the second and third slots. Walton held the two at bay for two laps before Rainey was able to get by but Hames wasn't so lucky. He looked for the chink in Walton's armor and had to contend with Jeff Johnson who was right on his tail. Walton made a fatal mistake on the fifth lap and it cost him dearly as he dropped to second from last and Hames and Johnson moved to second and third.

Rainey had put a lot of daylight between him and the rest of the field. Hames and Johnson could do nothing more than chase him home in the second and third spots respectively.

The 250cc Money Half Mile was a lot easier for Rainey as he went wire to wire. Don Howard got out first but Rainey made short work of him and had the lead by a tire as they came around the first time. Howard held onto second for eight of the 10 laps when he suddenly dropped to fourth with Jeff Springman going also. Curtis Cannon was more than happy to fill the gap and one lap later Roger Thompson moved by to take over third.

Again Rainey had provided himself with a big lead and Cannon and Thompson had to be satisfied with second and third.

The third leg of the triple crown was the Open Money Half Mile and again Rainey got a fantastic start and was gone with Hames and Jeff Johnson in hot pursuit. Rainey's smaller Kawasaki had the advantage on the hard packed track and what he gave up in horsepower came back in handling and he had no trouble running away from the Harleys of Hames and Johnson.

The big Harleys were in the majority and definitely in the hunt as running in fourth and fifth were Harley mounted Danny Perkins and Chris Cannon. They were keeping the pressure on Hames and Johnson. The two veterans kept their cool and were still in second and third when the checkered fell.

Rainey also added the Open Expert II TT to his nights work topping Larry Bird and Randy Monroe.

Don Howard pulled the 250cc Money TT out at the last minute. Randy Bird got the lead at the start with Howard in second and Mike Kirby third. On the second lap Roger Thompson slipped by Kirby to take over third and four laps later Curtis Cannon did the same thing.

When the white flag came out Howard made his move and it paid off as he came up with the lead and the win. Bird was second and Thompson picked up third.

The winningest sportsmen of the night was Jason Bell who came up with four wins as he captured both Mini classes and both 125cc Am/Expert goes. Double wins went to James Steet, 250cc Amateur and Welche Hosit, Open Novice. •

Results

TT

MINI: 1. Jason Bell (Yam); 2. Danny Grigg (Yam); 3. Kevin Ambrose (Yam).

125 NOV: 1. Dale Hopkins (Hon); 2. Mark Bailey (Hon); 3. Betty Welcher (Yam).

125 AM/EX: 1. Jason Bell (Yam); 2. Ron Bell (Yam); 3. Walt Malloy (Suz).

250 NOV: 1. Jim Kesler (Yam); 2. Stan Sweaney (Yam); 3. Ken Brown (Yam).

250 AM: 1. James Steet (Yam); 2. Jim Stentz (Yam); 3. Walt Malloy (Yam).

250 EX: 1. John Barricklow (Yam); 2. Greg Nelson (Yam); 3. Don Driggs (C-A).

OPEN NOV DIV 1: 1. Thad Wolff (Hon); 2. Dave Urquhart (Yam); 3. Leroy Dozois (Kaw).

OPEN NOV DIV 2: 1. Welche Hosit (Hon); 2. Gary Praster (Hon); 3. Robert Wilkes (Yam).

NSOTHG: 1. Larry Bird (Tri); 2. Stan Sweaney (Kaw); 3. Ron Pearce (Yam).

OPEN AM: 1. Don Meiner (Yam); 2. Walt Malloy (Yam); 3. Dennis Pinheiro (Yam).

OPEN EX DIV 1: 1. Robert Pfetzing (Yam); 2. Shawn Leipold (Yam); 3. Dan Kane (Yam).

OPEN EX DIV 2: 1. Wayne Rainey (Kaw); 2. Larry Bird (Tri); 3. Randy Monroe (Hon).

250 MONEY: 1. Don Howard (Yam); 2. Randy Bird (Yam); 3. Roger Thompson (Yam).

OPEN MONEY: 1. Wayne Rainey (Kaw); 2. Pete Hames (Yam); 3. Jeff Johnson (Hon).

HALF MILE

MINI: 1. Jason Bell (Yam); 2. Kevin Ambrose (Yam); 3. Timmy Walton (Yam).

125 NOV: 1. Don Ambrose (Yam); 2. Dale Hopkins (Hon); 3. Betty Welcher (Yam).

125 AM/EX: 1. Jason Bell (Yam); 2. Billy McKinney (Yam); 3. Buffy McKinney (Yam).

250 NOV: 1. Danny Perez (Suz); 2. David Hayes (Suz); 3. Jim Kesler (Yam).

250 AM: 1. James Steet (Yam); 2. Jim Stentz (Yam); 3. Archie Perez (Yam).

250 EX: 1. Randy Bird (Yam); 2. John Barricklow (Yam); 3. Shawn Pettis (Yam).

OTHG: 1. Dave Peters (Tri); 2. Gary Pettis (Bul); 3. Jerry Peters (Yam).

OPEN NOV DIV 1: 1. Dave Urquhart (Yam); 2. Gary Praster (Hon); 3. Dan Lyyski (Yam).

OPEN NOV DIV 2: 1. Welche Hosit (Hon); 2. Mark Sykes (Yam); 3. Thad Wolff (Hon).

OPEN AM: 1. Bob Graves (Yam); 2. Gary Pettis (Bul); 3. Steve Kukla (Yam).

OPEN EX: 1. Chris Cannon (H-D); 2. Rick Reed (Yam); 3. Tom Boles (Kaw).

250 MONEY: 1. Wayne Rainey (Kaw); 2. Curtis Cannon (Yam); 3. Roger Thompson (Yam).

OPEN MONEY: 1. Wayne Rainey (Kaw); 2. Pete Hames (H-D); 3. Jeff Johnson (H-D).

NORTHERN DATELINE

Dorene Payne blitzed the Powder Puff ranks at Sand Hill's Golden State race.

Golden State Sportsmen storm Sand Hill

By Bill Spencer

BRENTWOOD, CA, JAN. 16

It was Old Man Winter who played a special part in bringing the Continental Moto-sports Club/ Preston Petty Golden State Series to Sand Hill Ranch instead of the originally scheduled Marysville. In only the second time since the Feather River was dammed above Oroville, the confluence of the Yuba and the Feather left the 10th Street track under water. CMC prez Stu Peters elected not to outwit Ma Nature and called Tom Anderson about the use of Sand Hill Ranch.

Saturday Amateur racing day was the usual long, arduous operation with cold, foggy weather for the over 500 riders who braved the elements on two distinct race tracks. The minis had the area usually reserved for cross country and marathons with lots of elevation changes while the maxis rode on the usual motocross track on the side of the main hill, all very challenging.

Mike Larson came off the big series winner still leading the 125cc Intermediates with two moto wins, while the only other series leader, Ron Knarr, held that point despite losing the round to Rich Mythen in the 250cc Junior divisions.

It was no contest for the top rated girl racer Dorene Payne on a new support Honda CR250R out of Fremont Cycle Center. Dorene got both holeshots and left the other girls to fight it out, taking big wins for Hi-Point Racing and ND Spark Plugs. Dorene was so far gone that the best race of the girls was between Jan Murray and Jeanie Morgan who battled throughout both motos after Debbie Jamerson crashed. Morgan took the first-round second spot over Murray, but they swapped those places in round two to tally second and third to Payne.

Glen Reed appeared to have all in grasp in the first division of 250cc Intermediate with an easy first round win but had some trouble in the second round, losing the lead spot and a side cover to his Suzuki ignition but holding on to the overall win with a 1-4 combo.

Bill Glore added to his series total to close the gap on early leader Rich Boiteau. Glore put together a 5-1 effort for second over Beaver Ellis and Ron Pinheiro.

Mike Larson, little brother to Phil, had it all his own way in the first division of 125cc Intermediates, leading all the way on his new Honda and continuing to dominate his part of the series. Tracy Meeks was tied after the Madera round but had a horrendous time in the first moto. A combined 22-2 for 10th overall didn't help the total much.

Bill Clontz took advantage by taking second with a 2-3 over Tony Siracusa. In the second division it was Bruce Jackman the winner with a 1-2 and more series points over Mike Fisher (3-3) and Bret Redman (4-4), who listed home as South Africa.

Injuries plagued this class with Cory Perreault breaking his leg in the first moto while Bret Cahors crashed his L/C Racer twice, injuring a wrist.

Kyle Fleming won the Mini Intermediate Modified 12-16 Division Two with a 2-1 count over Mouse McCoy's 1-2 in a hotly contested battle. The other guy in the five-kid battle for the series title was Gary Rickki who finished fifth in the first division. Scott Stone beat out Tim McClintock, Cris Cole and Mikey Elsberry in the third race.

Scott Brown and Kyle Lewis swapped positions for the Mini Intermediate Stock 9-11 class, giving a few extra points to Brown in trying to catch up to series leader Lewis. Shaun Wooten made it all Team Green up front for this class with a 3-3 behind the other boys.

In the real little guy class, Kyle Lewis and Shaun Kalos traded spots in 60cc Intermediate while Ronnie Densford won both ends of the 6-8. Steve Kotajarvi did likewise in the 9-11 group.

In the Modified portions, it was Rich Fleming continuing at the front of Mini Intermediate 12-16 Division One with a 1-1 over Chris Stewart (2-2). Arizona's Kyle Fleming won the other division over Mouse McCoy. That war should last right through until the entire group becomes National numbers.

Results

500 INT: 1. Fritz Graf (Yam); 2. Russ Davidson (Suz); 3. J.W. Hansen (Yam).
500 JR: 1. Jim Yunker (Suz); 2. Kurt Jorgensen (Mai); 3. Scot Baker (Suz).
PP: 1. Dorene Payne (Hon); 2. Jan Murray (Yam); 3. Jeanie Morgan (Kaw).
250 INT DIV I: 1. Glenn Reed (Suz); 2. Bill Glore (Hus); 3. Beaver Ellis (Suz).
250 INT DIV II: 1. Kevin Green (Suz); 2. Mike P. (Suz); 3. Rick Vanderkan (Yam).
250 JR DIV I: 1. Kevin Mahoney (Yam); 2. Warren Johnson (Suz); 3. Frank Valadas (Hon).
250 JR DIV II: 1. Rich Mythen (Mai); 2. Ron Knarr (Mai); 3. Greg Lundahl (Suz).
125 INT DIV I: 1. Mike Larson (Hon); 2. Bill Clontz (Yam); 3. Tony Siracusa (Suz).
125 INT DIV II: 1. Bruce Jackman (Suz); 2. Mike Fisher (Suz); 3. Bret Redman (Yam).
125 JR DIV I: 1. Steve Cardillo (DMC); 2. Jimmy Palmer (Yam); 3. Tim Carrillo (Suz).
125 JR DIV II: 1. Dan Hovis (Yam); 2. Wes Furrh (Suz); 3. Denaki Glafikides (Suz).
MINI INT STK 12-16: 1. Wafer Schaeffer (Yam); 2. Marty Cooper (Yam); 3. Chris Stewart (Kaw).
MINI INT/EX STK 12-16: 1. Randy Kay (Kaw); 2. Kyle Fleming (Yam); 3. Mouse McCoy (Hon).
MINI INT STK 9-11: 1. Scott Brown (Kaw); 2. Kyle Lewis (Kaw); 3. Shaun Wooten (Kaw).
100: 1. Ronnie Hawkins (Yam); 2. Jason Davenport (Suz).
MINI JR STK 9-11: 1. Mike Pascarella (Yam); 2. Anthony French (Yam); 3. J.J. Tayloy (Yam).
MINI JR STK 12-16 DIV II: 1. Jeff Sills (Yam); 2. Jason Knoles (Kaw); 3. Robby Hermanek (Yam).
60 JR/INT: 1. Kyle Lewis (Kaw); 2. Steven Kotajarvi (Yam); 3. Ronnie Densford (Yam).
MINI INT MOD 12-16 DIV I: 1. Roland Fleming (Yam); 2. Chris Stewart (Kaw); 3. Marty Cooper (Yam).
MINI INT MOD 12-16 DIV II: 1. Kyle Fleming (Yam); 2. Mouse McCoy (Hon); 3. Jason Mackenroth (Yam).
MINI JR MOD 12-16: 1. Jeff Sills (Yam); 2. Jeff Clifton (Yam); 3. Keith Morabito (Yam).
MINI JR MOD 9-11: 1. Mike Pascarella (Yam); 2. Anthony French (Yam); 3. Todd Pipes (Yam).
MINI INT MOD 9-11: 1. Scott Brown (Kaw); 2. Kyle Lewis (Kaw).

Blagg, Nordin, Word thaw the ice at Grants Pass ST

By Clay Light

GRANTS PASS, OR, JAN. 9

Indoor short track seems to be the hot setup in the escape from the bitter cold in southern Oregon where it has recently dipped as low as seven degrees. Tonight's racing was hot enough to thaw the ice and snow at the Josephine County Fairgrounds as the temperature rose to a balmy 23 degrees, which seems like a tropical heat wave here in the great white north. A turnout of around 100 riders were on hand, a mixed group of short trackers and motocrossers (who are finding indoor racing more suitable due to miserable outdoor conditions which have resulted in a near standstill of MX events in Oregon). Grants Pass again shook from the tremors created by Frank Word III, who swept both thrilling 250cc A and Pro Money mains.

The heats were run off in their usual fashions — quickly — as well as the semis. Top three from the heats and the winner of the semi made an exit directly to the main, and in the 80cc Expert main, Andy Dixson took the lead into the left-hander (being an MXer I still haven't gotten used to thinking left) with its usual pileups. After the turmoil, Dixson was moving out over Wayne Frampton and the rest of the pack who were scurrying like flies on meat. Dixson rather handily took the win.

The 100cc A main was next; Robbie Blagg took command over Brian Sheets and Frampton who was looking to improve his last outing. The three headed the small-bore machinery and were having a terrific dice for first. Blagg soon opened up a sizeable lead over Sheets and Frampton who were clanging bars looking for space to close the gap on Blagg, who went on to the win.

The 125cc A main was another battle in a series of handlebar rattlers between Robert Horban and Dave Nordin, who seems to be getting better with time. Nordin held Horban at bay for most of the main until Horban slipped by when Nordin grabbed too much throttle, but like a bad check, Nordin came bouncing back to take the checkers over Horban, Joe Klum and Stacy Tesch.

Horban roared back to take the 200cc A main, through, blitzing ahead of Chris Sandquist and Joel Dixson. The spectators were biting at their nails, nervously anticipating the start of the 250cc A main, which provided the spectators the next best race of the evening. On the line were the Word brothers, Frank (Yam Sports Center) and Rich (R&B Racing Suz), who were out to put the stops on Jeff Campbell (Yam), who is again National #70 in 1982. Campbell led off the field, but Frank Word, who is this year's National #85, wanted another win to add to his stunning victory streak. Frank Word was holding off Campbell, Jeff Harsha (Yam) and brother Rich (Suz) as they came around 2-3-4 leading the pack through the choppy straights which Rich Word claims is nearly motocross style. At the halfway point, F. Word and Campbell were engaged in war as were Harsha and R. Word. Frank hung on to take the win over Campbell.

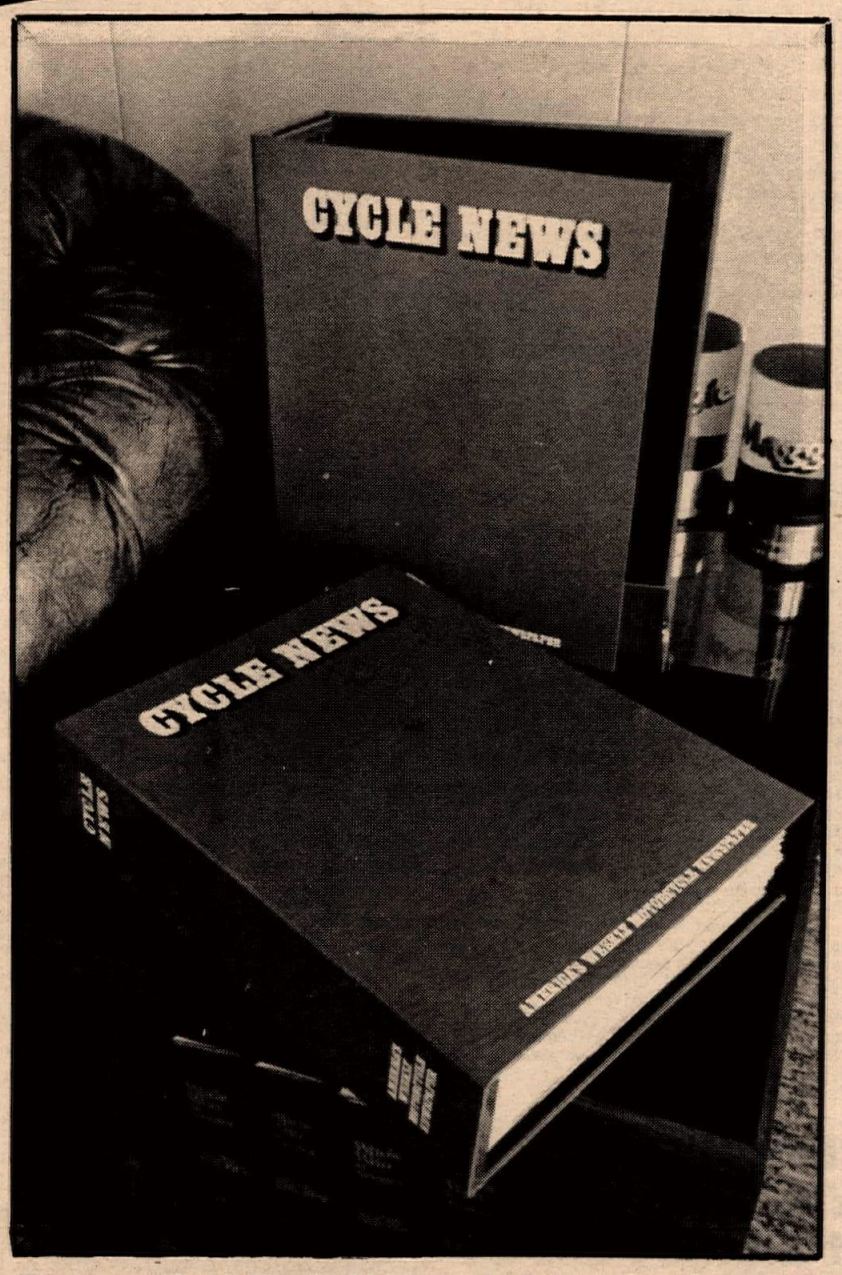
In the Youth Money main, Chris Sandquist, who had problems in his 200cc Main, overcame obstructions to take the lead and could already count the cash. Taking second was Marc Sorenson with young Robbie Blagg third and 125cc winner Dave Nordin coming in fourth to nab the final money spot.

The final of the evening was the Pro Money main. A hungry pack of Experts were on the line for the bucks, and it became dog-eat-dog. Frank Word unleased his Yamaha into the lead and appeared to be an easy winner (zzz), but wait (everyone wake up), this race isn't over. Jeff Campbell turned on the wick and was closing the gap, Jeff Harsha and Brett Howard third and fourth. Word chalked up another one, though. Campbell surprised everyone by closing in for a fine second place with his smooth riding style.

Results

PRO: 1. Frank Word III (Yam); 2. Jeff Campbell (Yam); 3. Jeff Harsha (Yam).
YOUTH PRO: 1. Chris Sandquist; 2. Marc Sorenson; 3. Robbie Blagg.
OPEN A: 1. Bob Klum; 2. Scott Annis; 3. Greg Reynard.
250 A: 1. Frank Word III (Yam); 2. Jeff Campbell (Yam); 3. Jeff Harsha (Yam).
250 A: 1. Robert Horban; 2. Chris Sandquist; 3. Joel Dixson.
125 A: 1. Dave Nordin; 2. Robert Horban; 3. Joe Klum.
100 A: 1. Robbie Blagg; 2. Brian Sheets; 3. Wayne Frampton.
80 EX: 1. Andy Dixson; 2. Wayne Frampton.
60 A: 1. David Barger; 2. Kenny Craig.

Got the ripped-up, dog-eared, yellow page blues?



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NORTHERN DATELINE

At the Madera round of the Golden State Sportsman race, Kyle Greenwood demonstrated the two step — one (above), two (below).

Wind, rain, Earle rip soggy Eugene MX

By Clay and Suanne Light
EUGENE, OR, JAN. 17

High 50-mile-an-hour winds and heavy rains once again hampered Emerald Racing Association's Sunday motocross in Eugene. We had anticipated sunnny, warm weather, but instead got the liquid version as Mother Nature wasn't nice to us once again in the Northwest.

The nasty weather didn't stop Yamaha support rider Steve Williams from taking sloppy 250cc Pro wins, nor stop Salem's Richard Earle (Cycle Country Hon) from sweeping the 125cc Pro class. Each outing just keeps getting worse and worse, weather wise, even though it doesn't stop the die hards in southern Oregon. It keeps us wondering what to expect next; we've had snow, ice, floods and volcanic fallout!

The largest race of the day was the 125cc Novice class. At the start of the race, 15 riders entered turn one, but only nine exited as one of the lakes took its toll. Rick Ballentine (Yam) took early command of the mud madness. Scoring looked to be a joke; number plates were covered, and how they scored them is beyond me. Mike Tobin (Suz) was in second, a spot which would be his to the end ahead of Doug Sheely (Yam), and that's the way it ended. One rider I was sure of was Grady Troglin (C-A) on the only orange machine in the pack; it stuck out like a sore thumb! Troglin took fourth.

Second outing had Alan Fisher (Suz) and Larry Brumwell (Yam) lead the troops into the slew and pull away. By the halfway mark, only two riders were recognizable — Ballentine, who moved to second, and Fisher, who was all clean and out front all alone. Troglin put his Can-Am into third to the finish while Fisher took the checkers in first and Ballentine second. Overall brass went Ballentine (1-2), Fisher (5-1) and Troglin (4-3) for third. The rest of the riders were unbelievably inconsistent, like a 13-5 or 3-12; what a bummer!

One race that the spectators did come out of cover for was the 125/250cc Pro race. Steve Williams (Herbs Cycle/Yam support) pulled a "clean" holeshot roosting the pack. Richard Earle (Cycle Country/Hon), Wayne Church (Valley Cycles Yam) and Clay Light (LOP/Yamhill Yamaha) followed closely through the water-filled whoops.

The pack of 12 was soon spreading out in the muck, and Earle got by Williams and briefly led a lap while Church went for a sloppy soil sample letting Light by (who hasn't touched a bike for over seven months!). Earle yielded to Williams by lap two and was riding at his best. Two weeks ago he got smoked by the Intermediates but this time was out for revenge, even though, luckily, they were not combined today (for some odd reason, the Intermediates go faster than the Pros here!).

Williams hit lapped traffic early in the race and was really pulling away. The Novice and Intermediate 250s were also in the hunt. Linsay Wurn (Yam) and Mike Obie (Yam) were leading that portion of the race over Wesley Sams (LOP Yam). Williams held on for the win, but it was Earle who took the 125cc moto win over Church and Light. Lazar Kalugin (Kaw of Woodburn) won the Novice race over John Misa (Suz).

Waiting on the line for moto two, if you'll allow my own thoughts to interject, Jan Newman's statement in a recent story came to mind: "Why anyone would want to race in these conditions is beyond me." Amen. The gate fell, and

Earle was in the lead followed by Church and Williams. Church got by for the lead as Williams got roosted by 125cc pilot Earle, having trouble getting around the determined rider. At the half it was Williams putting the power to the ground ahead of Earle, who got by Church when he again fell, being pinned underneath his 125, and Light, who slid by but was just as soon reeled in by Church who was on the move. Earle was long gone as was Williams.

Leading the 250cc Intermediate mayhem was Obie who worked his way around Wurn; Sams did the same to move to second. Overall it was Earle for a double moto blitz, Church (2-2) and Light (3-3), all consistent.

Last but not least was the 125cc Intermediates. Dwayne Taylor (Eugene Hon) puts in faster laps than all the Pros who have ridden here. Taylor stretched out his lead and styled to take the win over Lonny Sayles (Yam) and Jeff Toedtmeir (Suz).

Moto two, Taylor again disappeared and sprinted away over Rick Gunderson (Suz) and Sayles. Gunderson failed to reappear next go 'round letting Sayles into second to the flag. Toedtmeir held on for third and third overall with his 3-3.

Results

PEE WEE: 1. Chuck Standeford (Yam); 2. Ric Elmer (Yam); 3. Troy Campbell (Suz).
60: 1. Jeff Daily (Yam); 2. Jimmy Row (Yam).
MINI NOV: 1. Gary Wills (Kaw); 2. Terry Chamblin (Yam); 3. Brad Cox (Kaw).
MINI INT: 1. Billy Boresek (Kaw); 2. Jeff Daily (Yam); 3. Shawn Correll (Yam).
100 NOV: 1. Kirk Palahnik (Yam); 2. Randy Weins (Kaw); 3. Carl Renfro (Suz).
100 INT: 1. Scott Adair (Yam).
125 NOV: 1. Rick Ballentine (Yam); 2. Alan Fisher (Suz); 3. Grady Troglin (C-A).
125 INT: 1. Dwayne Taylor (Hon); 2. Lonny Sayles (Yam); 3. Jeff Toedtmeir (Suz).
125 PRO: 1. Richard Earle (Hon); 2. Wayne Church (Yam); 3. Clay Light (Yam).
250 NOV: 1. Lazar Kalugin (Kaw); 2. John Misa (Suz).
250 INT: 1. Mike Obie (Suz); 2. Linsay Wurn (Yam); 3. Wesley Sams (Yam).
250 PRO: 1. Steve Willliams (Yam); 2. Skeet Hise (Kaw); 3. Kelly Whelchel (Suz).
OPEN NOV: 1. Vic Church (Yam).
OPEN INT: 1. Derek Louvring (Yam); 2. Mike Smothers (Yam); 3. Jim Wiser (Suz).
30-40: 1. Charles Standeford (Mai); 2. Charlie Harter (Mai); 3. Bill Row (Yam).

Golden State Sportsman magnificent at Madera

By Jerry Parsons

MADERA, CA, JAN. 9

Over 300 Sportsman riders showed up for the second race of the Continental Moto-sports Club's Golden State Series to take on Madera Lake's rugged, man-eating track.

The 125cc Intermediate Division one blasted off the line with Curtis Page pulling an early lead. Cory Perrault and Brett Cahors (Suz) both held on tight hoping to move past Page. Cahors soon made his move on Perreault for second and started pushing hard for Page. Cahors' hard charge soon paid off as he jetted by Page for the lead. Cahors started to pull a lead as Page dropped to fourth. Perreault had taken over second with Chris Lance (Kaw) claiming third. Cahors kept his lead to the checkered, taking the moto win. Page came back to take third behind Perreault.

The second moto got underway with Kevin Fields (Suz) pulling a holeshot. Cahors and Dan Hannah filled in for second and third. Hannah rode smart and soon overtook Cahors for second but still had a ways to go to catch Fields. Cahors had followed Hannah long enough and put the move on him to retake second. Fields was not sitting pretty with an overwhelming lead. Lance moved quickly through the pack as he seemingly came out of nowhere to pass Hannah for second. Fields came in with the moto win with Lance and Hannah taking second and third, respectively.

The 250cc Intermediate Division one powered off the line with Bill Glore putting his Husky to work as he grabbed an early lead. Aurelia Saragueta and Neal Nelson chased hotly, trying to keep with Glore's pace. Jeff Pitcock moved in with authority as he flew by to grab second. Richard Boiteau also tore up the track as he moved in behind Pitcock. Glore was untouchable as he continued to put distance behind the pack. Boiteau had slipped by Pitcock and was holding a comfortable second. Rick Roark had also moved by Pitcock to grab third. Glore finished a solid first with Boiteau taking second and Roark pulling in third.

Glore again showed that he was the man to beat as he grabbed the holeshot in the second moto. The rough Madera track soon took its toll on Glore as he went down leaving Nelson with the lead. Rick Vanderhorn and Boiteau then took aim at the new leader. Boiteau quickly overtook Vanderhorn and put Nelson in his sights. Boiteau's fast pace paid off as he moved by Nelson for the lead. Roark and Vanderhorn also picked up the pace as they moved in for second and third. Boiteau took the win.

The Open Juniors thundered out of the gate with Steve Batty using his home track advantage to grab the lead. Terry Huffer and Thomas Shelden (Mai) held on to second and third. Shelden started a charge that moved him by Huffer and on Batty's rear fender. Shelden, still charging hard, wasted no time in snatching the lead away from Batty. Sheldon went on to win the moto with Batty taking second. Dutch Laswill moved into third.

Batty again grabbed an early lead as the second moto rounded turn one. Batty and Shelden were at it again as Batty fought hard for his lead. Shelden wasted no time as he grabbed the lead away from Batty early in the moto. Terry Luker and Dan Ambrose chased each other through the pack as they overtook Batty for second and third spots. Shelden went on to take the moto win.

Results

60: Ronnie Denford (Yam); Jimmy Butoon (Yam); Todd O'Rear (Yam).
12-16 MINI MOD: 1. Richard Fleming (Yam); 2. Mouse McCoy (Hon); 3. Gary Rieke (Yam).
12-16 MOD JR: 1. Jeff Stills (Yam); 2. Scott Stone (Yam); 3. Jeff Clifton (Yam).
12-16 STK: 1. Jeff Clifton (Yam); 2. Micky Elsberry (Yam); 3. Keith Morahito.
12-16 INT STK: 1. Richard Flemming (Yam); 2. Gary Rieke (Yam); 3. Mouse McCoy (Hon).
12-16 JR DIV 2: 1. Jeff Stills (Yam); 2. Tyler Young (Yam); 3. Jason Knoles (Kaw).
9-11 JR: 1. Anthony French (Yam); 2. Mike Pascarella (Yam); 3. J.J. Taylor (Yam).
INT: 1. Scott Brown (Kaw); 2. Shawn Wooten (Kaw); 3. Kyle Lewis (Kaw).
9-11: 1. Steven Kolajarvy; 2. Jason Collier; 3. Jimmy Clay.
125 JR DIV 1: 1. Jimmy Palmer (Yam); 2. Steve Cardillo (DMC); 3. Jim Willey (Suz).
125 JR DIV 2: 1. Stan Galvey (Suz); 2. Welsey Furrh (Suz); 3. Eric Liddell (Yam).
125 INT DIV 1: 1. Brett Cahors (Suz); 2. Chris Lance (Kaw); 3. Kevin Fields (Suz).
125 INT DIV 2: 1. Tracy Meeks (Kaw); 2. Bruce Jackman (Suz); 3. Chris Hegman (Suz).
125 INT DIV 3: 1. Rob Engel (Yam); 2. Mikel Laison; 3. Kenny Artken.
250 JR DIV 1: 1. Chuck Sheets (Mai); 2. Frank Valadao; 3. John Jelsma (Yam).
250 JR DIV 2: 1. Ron Knarr (Mai); 2. Claus Holm (Hon); 3. Kirt Goldie (Mai).
250 INT DIV 1: 1. Richard Boiteau; 2. Rick Roark; 3. Rick Vanderham.
250 INT DIV 2: 1. Randy Morales (Yam); 2. Rusty Hannah (Suz) 3. Brent Sherman (Hon).
OPEN JR: 1. Thomas Shelden (Mai); 2. Terry Luker; 3. Garrie Turcotte (Yam).
OPEN INT: 1. Jorgen Hansen; 2. Dan Smith; 3. Chris Irigary.

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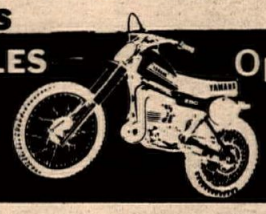

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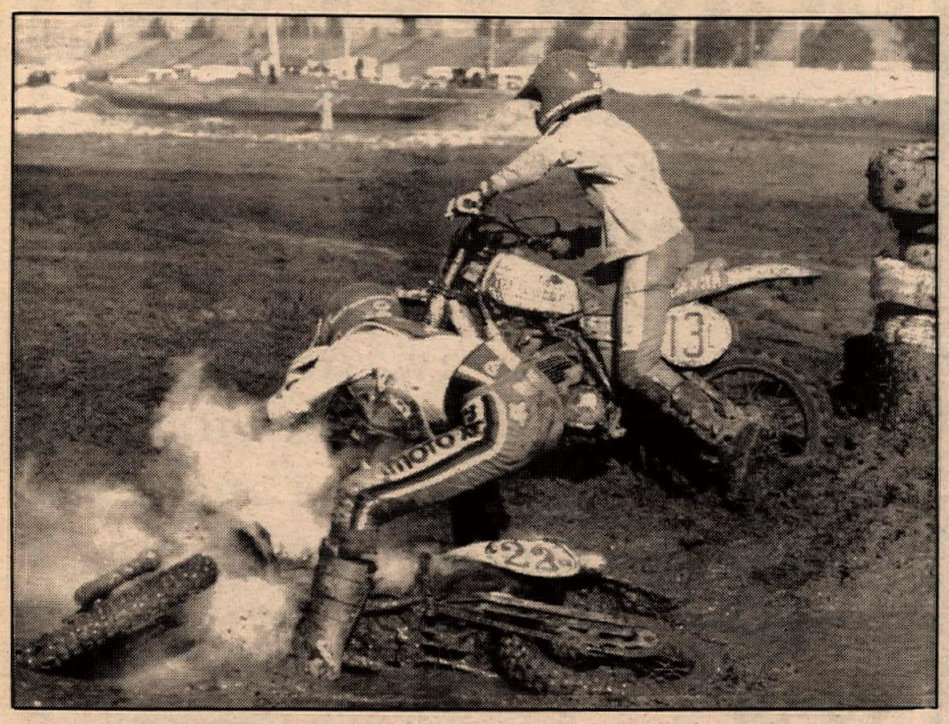

(Top) These 125cc Juniors had a tough time just coping with the course at Baylands, let alone to keep winner Scott Rohrs (above) in sight.

Dozier dries Baylands mud

By Jerry R. Newray

FREMONT, CA, JAN. 10

The '82 season got underway with the weather in the Bay Area being clear and cold; the only problems the riders had to contend with were the two and three foot deep lakes that lined the new course here at Baylands Raceway.

One week before the opener, the Bay Area was pounded by one of the worst storms in its history. Comments heard from the riders ranged from, "I am going home to watch football" all the way down to some kids on the minis telling their fathers, "Gee, I hope it rains for next week's race." All in all, the riders seemed pleased with the longer and tougher track conditions.

Action in the 250cc Pros saw some 15 riders test themselves against the less than ideal conditions, and when the checks were haded out, it was David Dozier collecting the first place funds. In the first moto, David Vanni put the holeshot on the large field with Dozier in second place. It turned out to be a race between only Vanni and Dozier. As the laps moved on, it was Vanni and Dozier really putting on a show for the fans as they roared side by side around the course and through the big water holes and back to the start line. At the drop of the white flag, it was Dozier and his Yamaha making a bold move through a deep puddle, riding high on a berm to slip by Vanni and take the lead. Both riders stayed right together all the way to the final turn when Vanni put a spectacular but unsuccessful move on Dozier. Taking a distant third and fourth were Jody Brandt and John Peters.

The second moto turned out to be a real barn burner for only one rider, Dozier. At the start of the race it was Dozier who got the big holeshot as he blasted out of the starting gate like he had been shot from a cannon. It seemed like he was the only one on the track as he showed his unique ability to find all the dry spots on the track. At the drop of the checkered flag, it was Dozier by a mile followed by a distant Vanni and Peters. •

Results

250 PRO: 1. David Dozier (Yam); 2. David Yanni (Hus); 3. Jody Brandt (Mai).
125 PRO: 1. Danny Dobbins (Suz); 2. Bruce Manzoni (Yam).
OPEN PRO: 1. Butch Amstutz (Suz); 2. Bob Mitchell (KTM); 3. James Redman (Yam).
250 INT: 1. Rich Schumacher (Hon).
125 INT: 1. Brad Wiget (Yam); 2. Steve Alacron (Yam); 3. Brett Redman (Yam).
OPEN INT: 1. Jeff Kniss (Hus); 2. Tim Fergon (Yam).
125 JR: 1. Scott Rohrs (Suz); 2. Robert Hardy (Suz); 3. Roy Carter (Suz).
80 JR: 1. Albert Berends (Yam); 2. Kevin Maas (Yam); 3. Lester Fayerweather (Hon).
MINI: 1. Todd Hicks (Yam); 2. Scott Takacs (Yam).
VET INT: 1. Larry Baker (Kaw).
VET JR: 1. Gary Estes (Suz).
OT JR: 1. Dan Welch (Mai); 2. Glenn Pruitt (Suz).

Central Pipeline

Bersch bays at Arroyo MX

By Linda Matz

HARLINGEN, TX, JAN. 17

John Bersch of Corpus Christi aboard a Suzuki 125 went home with first-place money in the Open Expert class at today's motocross held at Arroyo MX Park. It was no easy task as some other riders showed up with the same goal in mind and with more horsepower.

Moto one belonged exclusively to Bersch who was challenged for only four laps by Larry Hughes on a Honda 250. Hughes executed a high-speed front dismount which put him on the sidelines seeing stars and spitting blood for the remainder of the race.

Hughes recovered completely by moto two, however, taking the holeshot and holding on for the entire race. Meanwhile back in the pack, Bersch was caught in an intense battle for the second spot. Royce Danner on a Kawasaki 420, who finished second in the first round, was only able to hold on for two laps before a slight error allowed Bersch and Floyd Robbins to slip by. Robbins on a Suzuki 250 kept the pressure on Bersch and by lap six was able to slip by and hold on to the end.

The 250/Open Novice and Intermediate combined class saw the return to racing of some past favorites. Britt Turkington demonstrated that you don't have to have the newest bike to win. Turkington, on a 1976 Suzuki 370, edged out Frank Matz, on a brand new 1982 Kawasaki KX250, for first overall. In the first moto, Matz took first by half a bikelength at the finish line after chasing Turkington the whole race. In moto two Matz had some problems and finished fourth for a second place for the day.

Everyone was pleased to see Joel Stone back in competition after extensive knee surgery. Stone took the holeshot in moto one of the 250/Open class and had an impressive lead before he began to fade. Fortunately, it was merely a problem with the bike and not Joel.

Next scheduled race is on February 21.

Results

MINI: 1. Baden Rowland (Yam); 2. Steve Purrier (Yam).
MINI SR: 1. Bebob Burgess (Kaw); 2. Blayne Rowland (Yam); 3. Bert Raglin (Yam).
125 NOV: 1. Jackie Horner (Suz); 2. Kenny Markowsky (Yam); 3. Jeff Matz (Kaw).
OVER 30/ENDURO: 1. Hector Bautistia (Hon); 2. Clay Beegle (Mai); Bob Foster (Kaw).
125 INT: 1. Jackie Horner (Suz); 2. Lee Uribe (Hon).
BEG: 1. Tim Thornell (Hon); 2. Gary Faltin (Kaw); 3. Ruben Cabello (Hon).
250 NOV: 1. Britt Turkington (Suz); 2. Frank Matz (Kaw); 3. Hector Bautista (Hon).
250 EX: 1. John Bersch (Suz); 2. Larry Hughes (Hon); 3. Floyd Robbins (Suz).

Redwine shines at Oklahoma MX

By June Marsh

OKLAHOMA CITY, OK, JAN. 3

All motocross riders are devoted to their sport. This statement was proven beyond a doubt today at Interstate Moto-X Park; the sun did not come out until noon, and rain mixed with sleet were the conditions until 8:00 a.m. One hundred fifty riders ventured out on the track, which had been conditioned perfectly by Mother Nature and her rain.

Generally, the Over 30 race is always one of the most hotly contested and fastest run heats of the day. Today was no exception. The class finished in a four-way tie for first. Overall winner, Maico-mounted Jim Redwine, unloaded his bike while the class waited to begin their first heat. With no practice, he managed a fourth-place finish, to Yamaha-mounted Kenny Butler's first. However, the second heat told the tale. Redwine had familiarized himself with the new stadium jump and finished first. Charles Peters, who shared in the first-place tie, received second overall with third and second-place finishes.

Still another class with a tie for first was the Mini Senior. The first lap saw Kawasaki-sponsored Tommy Newman in first with Yamaha rider Michael Hammer in second, followed by Yamaha-mounted Brian Emig. Brian kept a steady pace, working on the opposition lap after lap. He reached second place and finally passed Newman on the final lap for a first place finish that moto.

However, the second heat, Hammer was not to be denied. He took the lead the first lap and never relinquished it. Newman was rewarded for his solid consistency of two seconds with a tie for first with Emig. Newman received the first-place trophy because of a better second heat finish than Emig. Hammer's fall the first heat and his great ride the second heat gave him third overall.

The 125cc Expert race was a see-saw battle between two Yamaha support riders. The pace of Clay Hoenshell and Dennis Daft could only be described as fast and furious. Daft led the first heat for four laps while Hoenshell battled his way up. The fifth lap was Daft's undoing as he bogged in a turn and gave Hoenshell the opportunity he'd been waiting for. Daft recovered, but never had the opportunity to recover the lead. •

Results

MINI SR: 1. Tommy Newman (Kaw); 2. Brian Emig (Yam); 3. Michael Hammer (Yam).
MINI JR: 1. Jeff Emig (Yam); 2. Ron Ainsworth (Yam); 3. Bruce O'Hagan (Yam).
MINI MINI: 1. Jeff Emig (Yam); 2. Bruce O'Hagan (Yam); 3. Chris Wisenhlit (Yam).
PEE WEE: 1. Boots Kennedy (Yam); 2. Amy O'Hagan (Yam); 3. Eddie Cummings (Yam).
BEG: 1. Mark Bayless (Mai); 2. David Ray (Mai); 3. Mike Lowrey (Mon).
OVER 30: 1. Jim Redwine (Mai); 2. Charles Peters (Mai); 3. Bill Denton (Mon).
100: 1. Michael Hammer (Yam); 2. Mike O'Hagan (Yam); 3. Jeff Simon (Yam).
125 NOV: 1. Randy Bishop (Yam); 2. Danny Mathis (Yam); 3. Scott Hodges (Yam).
125 AM: 1. Scott Roberts (Suz); 2. James Lindsey (Suz); 3. Kerry Thomas (Suz).
125 EX: 1. Clay Hoenshell (Yam); 2. Dennis Daft (Yam); 3. Darren Dotson (Suz).
250 NOV: 1. Gary Drummond (Yam); 2. Tom Wing (Suz); 3. Stan Lacey (Yam).
250 AM: 1. Lance Crawford (Yam); 2. Chris Cunningham (Hus); 3. John Davis (Kaw).
250/OPEN EX: 1. Clay Hoenshell (Yam); 2. Dennis Daft (Yam); 3. Richard Hopkins (Kaw).
OPEN NOV: 1. Mike Reddin (Mai); 2. David Griffin (Mai); 3. Mike Mobly (Yam).
OPEN AM: 1. Chris Cunningham (Hus); 2. Gerald Timms (Hon); 3. John Davis (Kaw).

Next week:

'82 Supercross Kickoff at Anaheim!

RESULTS

1981 AMA/Dragbike! Semi-pro National Class Champions

COMP ELIM	
Carl Alanen	XX/Altered
Spike Sterling	XL/Drag
Jim Segreto	XL/Altered
Clark Sargis/ David Lawson	AA/AB
Len Hrominchuk	AA/A
George Bryce	A/A Boost
Don Hoevenaar	A/Altered
Willy Weimer	B/Altered
Mark Miller	B/Alt-Boost
Martin Blades	C/Altered
Gary Thomas	C/Alt-Boost
Jon Foster	C/Gas Drag
Rusty MacKenzie	C/Fuel Boost
David Caudill	D/Fuel Drag
Jon Minonno	D/Gas Drag
L. James Cagle	D/Altered
Danny H. Biggs	DD/Altered
Jeff Reel	DD/Fuel Drag
Marcy D. Boyle	E/Alt-Boost
Bruce Bottorff	E/Fuel Drag
Allen Bueller	F/Altered
Bruce Bottorff	F/Gas
Greg Hall	FF/Altered
Doug Holmes	GG/Altered
Scott Miller	GG/Fuel
Robert Clement	HH/Altered
Robert Clement	HH/Fuel
Jay McCurry	JJ/Gas
Fred Quinn	JJ/Fuel
MOD ELIM	
Ray Hughes	XX/Mod
James E. Lindsey	XL/Mod
Dave Mackie	AX/Mod
John Griego	AA/M
Bill Maley	A/M
Wm. Whisenant	A/Mod/Boost
Roger Landers	Ultra Stk
Robert McBride	B/Mod
Bill McCray/ Dennis Dean	C/Mod
Gene Hacker	D/Mod
Duke McDonald	DD/Mod
Don Black	E/Mod
Marcy Boyle	E/Mod/Boost
Gary D. Noyes	F/Mod
Carl Schultz	FF/Mod
Ronnie Payton	G/Mod
Jim Fellows	GG/Mod
Kess McClennan	HH/Mod
STK ELIM	
Wes Nyce	AA/Stk
Terry Stinson	AA/SS
Bennell Robinson	AA/XS
Paul Zimpfer	A/SS
Don Schanauth	A/XS
Ralph Romeo	B/Stk
Gerald Garner	B/Sup Stk
Lance DeBernardis	B/XS
Ray Garver	C/Stk
Bubba Cauthen	D/XS
Don Blackard	F/XS
Harlan G. Boyd	G/S
Ed Malkiewicz	G/SS
Philip Florian	H/SS
Lonnie Reed	H/XS
Robert Cutrufello	I/XS

North Texas Regional MX Whitney, TX Dec. 6, 1981

125 NOV	
Robert Neiheiser	Yam
Brent Carrizales	Yam
David Youree	Suz
Calvin Ollison	Suz
Randy Smith	Yam
125 INT	
Bryan Abernathy	Kaw
Ken Fox	Kaw
Bobby Wahnee	Yam
Lance Nabors	Kaw
Mark Dawson	Suz
125 EX	
Kyle Landrum	Kaw
Greg Fouts	Yam
Tim Butler	Yam
Ronald Dawson	Suz
Jerry Surber, Jr	Yam
250 NOV	
Donnie Margraves	Kaw
Randy Smith	Yam
Dee Chips	Hon
Ty Carter	Hon
Shawn Sewell	Yam
250 INT	
Mark Humphrey	Kaw
Lance Nabors	Kaw
Jerry Long	Kaw
Russell Brown	Yam
Gary Ivey	C-A
250 EX	
Tim Butler	Yam
Ricky Glaser	Yam
Mickey Pizzitola	Kaw
John Kindhart	Kaw
Steve Mulholland	Yam
OPEN INT	
Matt Bracken	Suz
John Davis	Kaw
Steve Cardwell	Yam
Marty Layland	Hus
Stacey MacDonald	Kaw
OPEN EX	
Steve Mulholland	Yam
Jay Earnest	Suz
Frank Shacklee	Kaw
Donnie Elmer	
OVER 30	
Chuck Heath	Suz
David Hubbard	Hon
Jimmy Moore	Suz
Bob Pope	Mai
Darrell Bishop	Yam
JR 3-WHEELER	
Spencer Beavers	
Blayne Rowland	
Terry Richards	
OPEN 3-WHEELER	
Ken Templeton	Hon
Bobby Poe	Hon
Buddy Rowland	
Cris James	Yam
TEENY MINI	
Colin Edwards, II	Suz
Crispy Vreeland	Yam
Terry Richards	
Todd Wallis	Yam
Scott Kelley	Suz
MINI MINI	
Cody Marek	Kaw
Gary L. Stevenson, II	Kaw
Travis Motley	Yam
J.R. Larose	Yam
Charlie Winn	Yam
MINI JR	
Cody Marek	Kaw
Clay Branch	Suz
Gary L. Stevenson, II	Kaw
Dave A. Shade, Jr.	Yam
Chad Clay	Kaw
MINI SR	
Stacy Marek	Kaw
Richie Hull	Yam
Jason Upshaw	Yam
Wendell Trigg	Yam
Eddie Vreeland	Yam
MINI STK	
Stacey Marek	Kaw
Danny Storbeck	Yam
Jason Upshaw	Yam
Richie Hull	Yam
Eddie Vreeland	Yam
100	
James Felts	Yam
Mike Murray	Yam
Larry McClish	Yam
Victory Montoya	Suz
Jeff Hague	Yam

GNC Qualifier Star Track Motocross El Paso, TX Jan. 10, 1982 By Jim Bowen

TEENY MINI	
Brent Dyer	Yam
MINI MINI	
Brent Dyer	Yam
Scotty Wright	Yam
MINI JR	
Scotty Wright	Yam
Eric Speer	Yam
Jimmy Garcia	Yam
MINI SR	
David Bowen	Yam
Pat Kuschnereit	Yam
Chris Embury	Yam
MINI STK	
David Bowen	Yam
Pain Wood	Yam
Pat Kuschnereit	Yam
OVER 30	
Robert Speer	Yam
Freddie Janer	Hus
125 NOV	
Mike Johnson	Hon
Grant Dyer	Suz
Terry Hoffman	Kaw
125 INT	
Kirk Kuester	Suz
Morris Troxell	Kaw
Elvie Addington	Yam
125 EX	
Mike McIntyre	Yam
Tracy McIntyre	Yam
Bobby Nichols	Suz
250 NOV	
John Addington	Yam
David Bibby	Mai
George Wheeler	C-A
250 INT	
Elvie Addington	Yam
Mike Parker	Hon
Ken McCutchen	Yam
250 EX	
Mike McIntyre	Yam
Tracy McIntyre	Yam
Scott Logston	Kaw
OPEN OPEN	
John Addington	Yam
Allan Dahringer	Yam
Mike Brabson	Yam
OPEN EX	
Ryan Armitage	Hus

GNC Qualifier Las Cruces MX Park Las Cruces, NM Jan. 17, 1982 By Jim Bowen

MINI JR	
Eric Speer	Yam
Jon Mendenall	Kaw
Jimmy Garcia	Yam
MINI SR	
Pat Kuschneseit	Yam
Ricky Moss	Kaw
David Bowen	Yam
MINI STK	
David Bowen	Yam
Pat Kuschneseit	Yam
Pain Wood	Yam
100	
Doug Youree	Suz
OVER 30	
Robert Speer	Yam
Fred Janer	Hus
125 NOV	
Mike Johnson	Hon
Jeff Narramore	Yam
Grant Dyer	Suz
125 INT	
Kirk Kuester	Suz
Elvie Addington	Yam
Kenny Butts	Suz
125 EX	
Tracy McIntyre	Yam
Tres Craig	Yam
Scott Ashley	Hon
250 NOV	
David Bibby	Mai
Lawson Williams	Yam
Jimmy Crecelius	Yam
250 INT	
Robert Martin	Yam
Elvie Addington	Yam
Ken McCutchen	Yam
250 EX	
Scott Logston	Kaw
Tracy McIntrye	Yam
Scott Ashley	Hon
OPEN OPEN	
John Addington	Yam
Mike Brabson	Yam
Greg Capes	Yam
OPEN EX	
Ryan Armitage	Hus
Tracy Womack	Suz

CMC Motocross Baylands Raceway Fremont, CA Jan. 17, 1982

125 INT	
Curtis Clark	Suz
Cory Parsons	Yam
Bin Avery	Suz
250 INT	
Mike Subocz	Hon
Bret Preble	Yam
OPEN INT	
Dwayne Turner	Yam
125 JR	
Frank Szazy	Suz
Robert Davis	Yam
Dave Rojorquez	Suz
250 JR	
Arthur Klingbeil	Hon
Ron Allen	Yam
Jeff Ron	Yam
OPEN JR	
Mark Baldry	Yam
Jimmy Redman	Yam
Sean Conway	Hon
80 JR	
Kevin Maas	Yam
Andy Urrutia	Yam
Kelly Parsons	Yam
250 ATV	
Russell Shockey	Hon
Norman Andrein	Hon
250 STK ODY	
Robert Turner	Hon
Stan Cargo	Hon
Chris O'Bergen	Hon
Steve Simons	Hon
Mike Rodereck	Hon
250 MOD ODY	
Mitch Kurtela	Hon
Don Chase	Hon
Steve Tillman	Hon
Chuck Garvin	Hon
Gary Parrish	Hon

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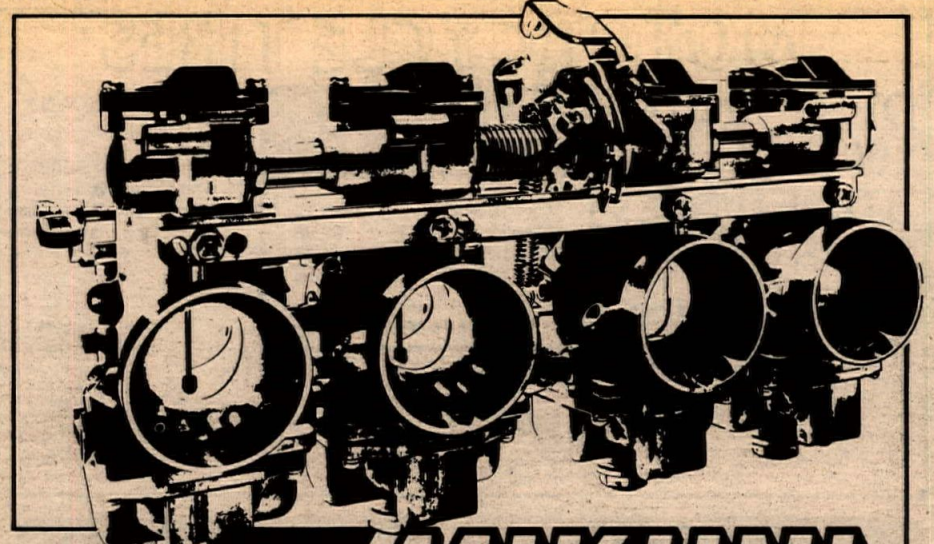

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The bigger smooth-bore carburetor you demand!

You traded up to a larger, more powerful cycle. Now you demand a carburetor that will let you wring all the horsepower you can get from your bigger engine.

That's Mikuni's new VM 33.

Our engineers designed the VM 33 to be lighter weight than Mikuni's legendary, best-selling VM 29. Yet it has a higher rigidity to keep your carbs synchronized longer.

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- easy installaton
- plus, 31mm dia. adapters for the popular "Superbikes"

If you've got one of these motorcycles, we've got a Mikuni VM 33 for you.

MAKE & MODEL	BASIC MODEL NUMBER
HONDA 900	VM 33-A4
SUZUKI GS1100	VM 33-A9
GS1000	
KAWASAKI KZ1000	VM 33-A14
KZ1100	
YAMAHA XS1100	VM 33-A19
SUZUKI GS 850	

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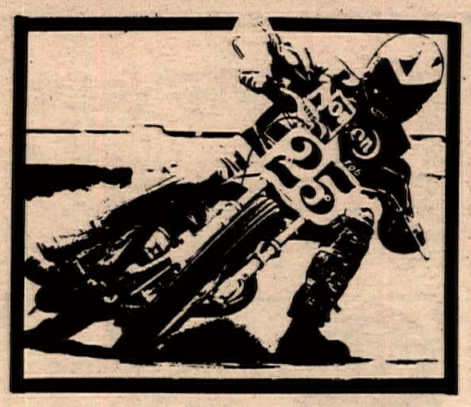

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AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Feb. 14-28 INDIAN DUNES
Feb. 7-21 SPROCKETS PARK
AME P.O. BOX 1421, RESEDA (213) 881-5778

February 19
Indoor Motorcycle Swap Meet
Orange County Fairgrounds
24 Hour Info (714) 498-9226

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

CALENDAR

CHAMPIONSHIP EVENTS

AMA/ Winston Pro Series

2/6	ST/Houston, TX
2/7	TT/Houston, TX
3/1-7	RR/Daytona Beach, FL
4/3	TT/Gardena, CA
4/17	M/Sacramento, CA
5/2	M/San Jose, CA
5/8	H-M/Gardena, CA
5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28-29	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

1/30	Anaheim, CA
2/13-14	Seattle, WA
2/27	Atlanta, GA
3/6	Daytona Beach, FL
3/19-20	Houston, TX
4/24-25	Pontiac, MI
5/8	Kansas City, MO
7/17	Los Angeles, CA
TBA	San Diego, CA

AMA National Motocross Series

3/28	Sacramento, CA/125-250
4/4	Orange, CA/125-250
4/18	Lake Whitney, TX/125-250
5/2	St. Petersburg, FL/125-250
5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/15	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

AMA Superbike Road Race Series

3/5	Daytona Beach, FL
3/14	Talladega, AL (Pro-Am)
4/18	Riverside, CA
5/16	Sonoma, CA
5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
7/18	Seattle, WA
8/1	Lexington, OH
8/21*	Sonoma, CA
9/12*	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

* Tentative

AMA/Budweiser Grand Prix Endurance Road Race Series

4/17-18	Riverside, CA
5/15-16	Sonoma, CA
7/17-18	Seattle, WA
7/31-8/1	Lexington, OH
8/14-15	Elkhart Lake, WI
10/9-10*	College Station, TX

* Tentative

AMA National Enduro Schedule

Eastern Region

2/28	Decatur, GA
5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

4/25	Sterling, IL
8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

Western Region

2/21	Placentia, CA
5/2	Crescent City, CA
5/9	Alamo, CA
5/16	Redding, CA

AMA One-Day Qualifier Series

3/7	Tulsa, OK
3/14	Post, TX
3/28	Tellico Plains, TN
4/4	Maplesville, AL
4/18	Athens, OH
5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedule

AMA/Dragbike!

3/5-6	Orlando, FL
4/18	Palmdale, CA
4/24-25	Jackson, TN
5/15-16	Fremont, CA
6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
7/10-11	Rockford, IL
7/17-18	E. Irvine, CA
7/31-8/1	St. Louis, MO
8/TBA	Belle Fousche, SD
9/4-5	Syracuse, NY
9/11-12	Columbus, OH
9/25-26	Commerce, GA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

4/10-11	Gulfport, MS
5/15-16	TBA
6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

3/13-14*	Gainesville, FL
4/24-25**	Atlanta, GA
5/1-2	Gainesville, FL
5/22-23	Epping, NH
5/29-30*	Baton Rouge, LA
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18***	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Fremont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

* Pro Stk. only
** Top Fuel only
*** Fun. Bike only

SCORE/ Pernod Race Schedule

2/5-7	Parker 400 Parker, AZ
3/26-28	Mexicali 250 Mexicali, Baja California, Mexico
6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

World Championship Road Race Series

3/28	Argentina
5/2	Austria
5/9	France
5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

5/16	Italy
6/13	Germany
6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series

125cc

3/28	Holland
4/4	Belgium
4/25	Austria
5/2	Italy
5/9	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

4/18	Switzerland
4/25	Spain
5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

4/25	France
5/2	Holland
5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

4/4	Italy
4/18	France
5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

2/21	Spain
2/28	Belgium
3/7	England
5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team White City, England
8/28	Individual LOS ANGELES, CA
12/11	Pairs Liverpool, Australia

Other Major Events Abroad

2/27-28	Team Ice Racing World Final Russia
3/13-14	Individual Ice Racing World Final Germany
6/5-11	Isle of Man TT Isle of Man
7/4	Vila Real TT Portugal
8/21	Ulster GP & TT Ireland
9/5	Trophee des Nations Germany
9/12	Motocross des Nations Switzerland
9/19	Coupe des Nations Italy
9/19	World Long Track Championship Korskro, Denmark
9/20-25	ISDE Povaska Bystrica, Czechoslovakia

National

Road Runs

5/28-30	National Championship Field Meet Great Bend, IN
9/4-5	National Championship Poker Run Binghampton, NY
9/11-12	Eastern Championship Timed Road Run Hazlet, NJ
TBA	Western Championship Timed Road Run Open

CMC Golden State Series

1/30-31	Sacramento, CA
2/6-7	Carlsbad, CA
2/20-21	Lake Madera, CA

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50—Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S&S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini—Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S. on Bradshaw Rd., E on [illegible], N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini—Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee—Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3991 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

January 29-31

GREAT AMERICAN MOTORCYCLE SHOW
Seattle Trade Center, Seattle, WA. Info: Great American Media, Inc., 1225 E. Balboa Blvd., Newport Beach, CA 92663. 714/675-0132.

R.G. CANNING CUSTOM CAR, CYCLE & HOT ROD SHOW
Civic Auditorium, Bakersfield, CA. Info 213/588-1934.

January 29

JIMMY WEINERT MX SCHOOL
Sacramento, CA. Tuition $50. Private lessons avail. Info 213/709-5774.

January 30-31

CMC GOLDEN STATE SERIES
Prairie City OHV Park, Sacramento, CA. All classes inc. complete 3-wheeler program; Sptsmn. race Sat.; Pros/OT/Vets/Mini Ex./3-wheelers race Sun. Gates open 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15, post $20; Pros $35/$45 (min. $4000 purse). Camping OK. PDT Enterprises, 66 E. Escalon, Suite 111, Fresno, CA 93710.

January 30

AMA/WRANGLER SUPERCROSS
Anaheim Stadium, Anaheim, CA. Miller Supercross Kickoff '82. Early entry 4 p.m., gates open 6, race 8. Tickets $12/$15/$18 adults, $6/$7.50/$9 children 10 & under. Stadium Motorsports. Info 714/497-6466 (10 a.m.-5 p.m.).

HILLS FERRY SHORT TRACK
Hills Ferry Raceway, Newman, CA. Gates open 4 p.m., prac. 5, race 6. Entry $10, watch $4. Info 209/524-1592, 862-2465.

COLORADO INDOOR SHORT TRACK
Colorado State Fair Agriculture Palace, Pueblo, CO. 80-Open inc. Beg. Gates open 5 p.m., prac. after sign up, race 7. Entry $6, Ex. $10 + $3 door ea. Colorado Dirt Riders. Info 303/545-5490 (Pueblo Yamaha).

D-37/SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry $11, Pros $17. Info 714/496-8779 (Dennis Rosenberg).

January 31

BRUSH RIDERS SUPERCROSS KICK-OFF GRAND PRIX
Mason County Fairgrounds, Shelton, WA. Start/finish in Coyote Park. 3 Brush Rider classes & MX class, race 1 hr. 6-mi. course, $2000 in awards, limited entry. Concessions & O/N parking. Silencers/3 # plates req. Sign up 9 a.m., race 10. Entry $15, MX $25, watch $4. Black Hills Dirt Riders M.C., S.E. 351 Dawnview Dr., Shelton, WA 98584. 206/426-8090.

D-36 MOTOCROSS
Sears Point Int'l. Raceway, Sonoma, CA. Hwys. 37 & 121. All classes inc. OT/Vets/Women. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $10, Semi-pro $15, park fee $4, watch $4, 6-12 $1, under 6 free. Info 707/938-8448.

D-36 INDIAN GULCH HARE SCRAMBLES
Coulterville, CA. Limed & arrowed from town, approx. 50 mi. NE of Modesto on Hwy. 49. 125/200/ 250/Open/Vets/OT, entry decals, finisher pins, trophies. AMA & D-36 cards req., on sale c track, spark arrestors req. No pit riding/ rider insur./pre-riding. Limited camping avail. Post entry open 1/30 c 2 p.m. Am./Ex. sign up 7:30-9 a.m., race 9:30-11; Vets/OT 9:45-11, 11:30-1; Nov. 11:30-1, 1:30-3. Entry $20. F Troop M.C. Info 209/727-5548 (days), 5568 (eve., Ron Goehring).

BAJA MOTOCROSS
Ensenada, Baja California, Mexico. S on I-805 or I-5 to Tijuana, take toll rd. towards Ensenada, off c La Fonda & La Mission exit, left, go 16 mi., left on dirt rd. to Gualdalupe, follow signs. All classes, 30% trophies, 100% Pro p.b. Gates open 8 a.m., prac. 8:30, race 11. Entry $10, Pros $15. South Bay Yamaha. Info 714/429-9287 (Larry or Ray, after 2 p.m.).

TULARE MOTOCROSS
Tulare Motorcycle Track, Tulare, CA. 50% trophies, 100% Pro p.b. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $15, gate $4. Info 209/686-7290, 688-0916.

DEER VALLEY MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes inc. ATC/Buddy, 33% trophies to 5th, 100% Pro p.b., New Women's Div., girl racers needed. No pit riding/late prac. Deli food & 50c beer. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, watch $4, kids $2, Sat. prac. $5. Phoenix Supercross Raceway, Inc. Info 602/867-4769 (Roger Jones or John Ohanesian).

ERA MOTOCROSS
Cheshire, OR. At Franklin on Territorial Rd. next to school. 50-Open inc. 30-40, 33 1/3% trophies, 100% Pro p.b. Pro-Am sanc. Sign in 9 a.m., prac. 10, race 11. Entry $6, Pros $10, memb. req. Watch $3, students thru 17 $2, under 6 free. Info 503/688-1274 (Roger Campbell).

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit Eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

SWAN MOTOCROSS
Swan MX Raceway, Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, turn rt. All classes, split program. Trophies to 5th, 100% Ex. p.b. Nov. prac. 8:30 a.m., race 10; Ex. prac. 1 p.m., race 1:30. Entry $8, Ex. $15. Rain or shine. Info 214/882-4215 (Bill Law).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

To err is human. . . .
to get marks for it is trials

AMA DISTRICT 37
DESERT RACES
Feb. 14 — 4 Aces HH, Barstow
Feb. 28 — Brush Busters HS, Lucerne
Mar. 14 — Invaders HH, Lucerne
MOTOCROSS
Jan. 30 — Saturday Saddleback
Jan. 31 — Stadium Motorsports, Anaheim (Triple Points)
Feb. 6 — Saturday Saddleback
Feb. 13 — Saturday Saddleback
Feb. 14 — Sunrise Cycle, Adelanto
ENDURO
Feb. 7 — Prospectors, Red Mountain
Feb. 21 — Chaparrals, Red Mountain
DIRT TRACK
Feb. 14—Lightweights TT, Indian Dunes
GRAN PRIX
Feb. 20/21 — Desert Vipers, Sunnymead
Mar. 7 — Sunrise Cycle, Adelanto
See Calendar For Details Or Call
HOT LINE (714) 776-8127

CRC RACE SCHEDULE
JAN. 31 — AMATEUR SUPERCROSS
Indian Dunes • $1500 Purse — 4 ft. Trophies
FEB. 7 — MOTOCROSS
Indian Dunes
FEB. 14 — MOTOCROSS
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R.A.C.E.
SCHEDULE

FRI	JAN. 29	MOTOCROSS	Corona
FRI	FEB. 5	MOTOCROSS	Corona
SAT	FEB. 6	ODYS,3 WHLRS	Corona
FRI	FEB. 12	MOTOCROSS	Corona
SAT	FEB. 13	FT, ½ MI, TT	Corona

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DETAILS IN THE CALENDER SECTION

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CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
saddleback park

SRA Schedule
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Mar. 28 — INDIAN DUNES
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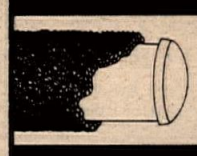

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Anaheim Stadium, Anaheim, CA. All classes inc. 51cc/Vets/OT/Women/ATV, $2000 Semi-pro purse & trophies, triple pts. for AMA riders, free $15 VIP ticket to Sat. night Pro race w/entry. No memb. req. Pre-entry $45 (closes 1/25), post $50. Stadium Motorsports Corp., P.O. Box 1523, Laguna Beach, CA 92651. 714/494-9484.

CRC AMATEUR SUPERCROSS
Indian Dunes, Valencia, CA. All classes inc. 4-strokes, 4-ft. trophies, $1500 Pro purse, no prequalifying, ea. entry inc. 1 free ticket for Yamaha YZ drawing. Entry $10 mail, $15 post; Pros $20/$25; memb. req., avail. @ track ($15). Mail entry closes 1/25. CRC, 24518 Island Ave., Carson, CA 90745. 213/830-7519.

D-38 BARKING SPIDER NATIONAL CHAMPIONSHIP HARE SCRAMBLES
Superstition Mtn., CA. Start/finish 1 mi. W of the Rock House. All classes inc. ATC 125/185/Open, finisher pins, 20% trophies, D-38 desert pts., free beer to all finishers. 2 separate loops, 8-12 mi. once, 20-25 mi. 4x, open course, prerunning encouraged. Silencers req., Los Exploradoes, restrooms. Sign up 3:30-5 p.m. Sat., 7-9 a.m. Sun., riders mtg. 8:30, race 9:30. Entry $12, Minis $5. Info 714/427-5759 (Fud's 24-hr. answer device).

LODI M.C. MARATHON
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. Mini/200/250/Open. Sign up 8-10 a.m., 1st race 9. Entry $10/bike (1 or 2 riders). Info 209/931-3722 (Barbara or Eddie).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 80% Pee Wee trophies. Entry $9, Pros $13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

MEDFORD MOTOCROSS
Medford MX Park, Medford, OR. Off I-5 @ Blackwell Rd. interchange, central point, N on Kirtland to track @ White City. Mini-OT, 150% Pro p.b. Gates open 8 a.m., prac. 9, race 10. Entry $6, Pros $10, watch $3. Motorcycle Riders Assn. Info 503/899-7924 (Iris Clouse).

February 5-7

SCORE/PERNOD PARKER 400
Parker, AZ. All 2, 3 & 4-wheel classes. Registration & tech Fri., race Sat. (start 6 a.m. or when light enough for safe start), trophy presentation Sun. noon. Info 213/889-9216 (SCORE), 602/669-2174 (race headquarters —Parker Area Chamber of Commerce).

R.G. CANNING CUSTOM CAR, CYCLE & HOT ROD SHOW
Ventura County Fairgrounds, Ventura, CA. Info 213/588-1934.

February 6-7

CMC GOLDEN STATE SERIES
Carlsbad Raceway, Carlsbad, CA. All classes inc. complete 3-wheeler program; Sptsmn. race Sat., Pros/OT/Vets/Mini Ex./3-wheelers race Sun. Gates open 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15, post $20; Pros $35/$45 (min. $4000 purse). CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

OT/OTHG WINTER NATIONAL
Spillway Park, Santa Maria, CA. All classes inc. Support (Sat. only) & PJ-1 Vintage for pre-'75 bikes (N/C). BBQ Sat. night. Lots of prizes & awards. Mail entry $30, Support $15. Info 213/823-2152 (Bob Millner).

AMA/WINSTON PRO SERIES SHORT TRACK & TT
Houston Astrodome, Houston, TX. ST Sat.; time trials 1 p.m., race 7:30. TT Sun.; time trials 9:30 a.m., race 2 p.m. Advance reserved tickets $7/$8/$10/$12, gen. admis. $6, time trials $2, under 12 ½ price. Tickets @ gate race day add $1. Tickets avail. @ Ticketmaster outlets, Montgomery Wards, South Warehouse, Astrodome box office & Honda dealers. Info 713/ 526-7666.

OMRA DESERT RACE
Bend, OR. 20 mi. E of town on Hwy. 20. Team race Sat. noon, 2 riders on 1 or 2 bikes, ea. rider goes 2 laps on 20 mi. course, open for prac. 30% Am. trophies, 50% Ex. trophies, 10 OMRA pts. if both riders finish. Riders mtg. 11:30 a.m. Entry $20/team. 100 miler Sun. Four laps on 28-30 mi. course, 3 laps for Beg. & OT over 50, course open for prac. 30% Am. trophies, 50% Ex. trophies, primitive camping avail. Silencers req. Riders mtg. 9:30 a.m., race 10. Entry $15, Beg. $10. OMRA memb. req. for OR residents. Cascade M.C. Info 503/382-3513 (days, Joe), 0061 (eve., Denny), 0087 (Hank), 3837 (Larry).

February 6

COLORADO INDOOR SHORT TRACK
Colorado State Fair Agriculture Palace, Pueblo, CO. 80-Open inc. Beg. Gates open 5 p.m., prac. after sign up, race 7. Entry $6, Ex. $10 + $3 door ea. Colorado Dirt Riders. Info 303/545-5490 (Pueblo Yamaha).

OMRA AWARDS BANQUET
The Riverhouse, Bend, OR. On Hwy. 97 N of town. Complete dinner. No host cocktails 6:30 p.m., dinner 7:30, awards 8:30. $9.20/person. RSVP by 2/4. Cascade M.C. Info 503/382-3513, 0061, 3837.

GRANTS PASS INDOOR SHORT TRACK
Josephine County Fairgrounds, Grants Pass, OR. 60-Open + OT, Youth & Pro $, 100% p.b. Sign up 6 p.m., prac. 7, race 8, Entry $5, Pro $10. R&B Racing. Info 503/476-4404 (Rich Word).

HILLS FERRY SHORT TRACK
Hills Ferry Raceway, Newman, CA. Gates open 4 p.m., prac. 5, race 6. Entry $10, watch $4. Info 209/524-1592, 862-2465.

WILLAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd St., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pros $10, watch $3, pit pass $4. Willamette Valley Cycle Club. Info 503/753-0566, 472-7523.

February 7

CAPITAL/ALAMO WINTER MX SERIES
MotoSport Raceway, Austin, TX. I-35 or Hwy. 290 to town, 183 to Smith Rd. (S of Motorola plant), look for signs. All classes inc. Beg./Over 30 & 40/ATV, trophies thru 5th (10 rider min.), 150% Ex. p.b., $600 overall purse. Straight program, sign up 8 a.m., prac. 9, race 10. Entry $12, Ex. $17, gate $5. Last race of series. Info 512/443-7627 (Rocky French).

ATA TRIALS SCHOOL
Reche Canyon, Riverside, CA. 91 Fwy. E past town, exit Washington, left, rt. on Reche Canyon Rd. to end, 2 mi. up dirt rd. All classes, free entry, fun trial after school. Free camping. Start 10 a.m. Plonkers. Info 213/943-4415 (Art Webster).

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 13 mi. S of town on Hwy. 113. All District classes, bonus trophies, 100% Semi-pro p.b. No pit riding/dogs/bicycles. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5, watch $5, under 12 $1. Boss MX. Info 209/754-1288, 916/678-3592 (Fred Dion), call if raining.

D-37 GOLD RUSH ENDURO
Charlie's Place, CA. 14 mi. N of Red Mtn. on Trona Rd., limed from Hwy. 395 & Trona Rd., also 395 & Searles Sta. cutoff. All classes inc. Family team/ATC 200 & Open. Abt. 114 ttl. mi., easy 24-mi. 1st loop for whole family, 4 riders/min., Rescue 3. Trophies, finisher pins. Start 7:30 a.m. Mail entry $16, post $18, 3-man team add $3; family $10, post $12. Prospectors M.C. Info (6 p.m.-10 p.m.) 805/945-4645 (Neil), 251-3790 (Rex), 213/597-3078 (Tom), 320-6658 (Randy).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

D-36 SHORT TRACK
Hills Ferry Raceway, Newman, CA. Blk. Plate pts., 75% Semi-pro p.b. D-36 rules, Class C traction. No rider insur./pit riding. Entry $10, Semi-pro $3/bike, watch $4, 6-14 $1. Hot-Line Promotions. Info 415/489-6625 (Ken Birchfield).

D-36 THORNTREE HARE SCRAMBLES
Riverfront Park, Marysville, CA. W end of 14th St., downtown. All classes inc. PP. Free camping, gates locked Sat. 11 p.m. Riding # supplied @ track. 1st sign up 7 a.m., race 8-9:30. Entry $15, Minis $13, watch $3. Rain or shine. Marysville MX. Info 916/695-2727, 2088 (Charlie Sexton).

FLYING HARE EUROPEAN SCRAMBLES
Sander's Park, Avenal, CA. Approx. 3 mi. N of town on Hwy. 33. All classes plus Pros, 30% trophies, 100% Pro p.b. No prac., 1st race 10 a.m. Entry $15. Pathfinders of Fresno. Info 209/ 864-3168, 292-4825, 229-2811.

CMC HURON SWEEPSTAKES MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Huron & track. All classes inc. 3-wheelers/OT/Vets, 125% Pro p.b., 30% trophies, sweepstakes races, add'l. 3-ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, gate $4. Info 209/945-2664 (Rick Worth).

RACE OF AZ SHORT TRACK & TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. Nov.-Ex. + ATC 125/200/Open/Mod., 33% trophies, 65% Ex. p.b. Gates open 9:30 a.m., prac. 10:30, race noon. Entry $10, Ex. $14, gate $4. Info 602/843-1124, 993-9236, 938-2618.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. $12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $12 Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 713/756-4114 (Conroe Suzuki), 273-2336 (track).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 80% Pee Wee trophies. Entry $9, Pros $13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

ERA MOTOCROSS
Cheshire, OR. At Franklin on Territorial Rd. next to school. 50-Open inc. 30-40, 33 1/3% trophies, 100% Pro p.b. Pro-Am sanc. Sign in 9 a.m., prac. 10, race 11. Entry $6, Pros $10, memb. req. Watch $3, students thru 17 $2, under 6 free. Info 503/688-1274 (Roger Campbell).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

February 13

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

HILLS FERRY SHORT TRACK
Hills Ferry Raceway, Newman, CA. Gates open 4 p.m., prac. 5, race 6. Entry $10, watch $4. Info 209/524-1592, 862-2465.

February 14

ATA/PLONKERS VALENTINE TRIAL
Reche Canyon, Riverside, CA. 91 Fwy. E past town, exit Washington St. left, rt. on Reche Canyon Rd., on dirt rd. ½ mi. to site. All classes, 20% trophies & pts. Free camping. Sign up 9 a.m., start 10. Entry $12 (inc. $4 land use fee). Info 213/530-9428 (Katy Feland), 943-4415 (Art Webster).

D-36 QUICKSILVER ENDURO
Clear Creek Recreation Area, CA. 38 mi. E of King City, start/gas/finish in Salinas Ramblers campgrounds. All classes inc. PP/OT, D-36 Championship high pts. event for B & C. Ed Hertfelder, author of "Duct Tapes," guest speaker Sat. p.m. Key time 7:30 a.m. Pre-entry $15, post $18. Salinas Ramblers M.C. Info (after 6 p.m.) 408/663-4426 (Russ Dubree), 384-4495 (Ed Tobin).

OLD GOAT HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Sign up 7-8:30 a.m., Vets race 9, OT 11, Open 1 p.m., Minis 3-4. Entry $15, Minis $10. Sierra OT. Info 415/634-3328 (Tom Anderson), 839-9314 (Bob Porter).

ST VALENTINE'S DAY MASSACRE 6-HOUR 2-MAN HARE SCRAMBLES
Wichita Jeeps M.C., Wichita, KS. I-135 Exit 19, 7 mi. N of town @ 101 St. & Broadway. All classes inc. PP/Old Man/Street Legal/3-wheeler/Iron Man, 40% trophies. Gates open 8 a.m., prac. 9, race 10-4. Entry $6, gate $3.50. Info 316/774-2838.

Road Runs

February 13-15

BRASS MONKEY SIDECAR RALLY
KOA, Prescott, AZ. 9th annual BMSR. Info 602/883-8275.

February 28

SOUTHLAND CYCLES ROAD RUN
Southland Cycles, 9141 Garden Grove, Blvd., Garden Grove, CA. To Griffith Park, Hollywood sign, Mulholland Dr. & Rock Store. All welcome. Dress warm & bring cameras. Depart 9:15-9:30 a.m. No entry fee but bring money for food, gas, etc. Rain date 3/7. Info 714/893-5091 (Jim).

March 1

THREE FLAGS CLASSIC INFO
Wilmington, CA. Last day to request info on '82 Three Flags Classic run. SCMA, P.O. Box 668, Wilmington, CA 90748.

March 7

ROAD CRUISERS OF SAN DIEGO 25TH ANNIVERSARY TOUR
South Bay Yamaha, 1 West 35th St., National City, CA. Sign up 8-10 a.m. Info 714/449-4133.

March 14

SUNRISE TO SUNSET POKER RUN
Honda-Kawasaki of Las Vegas, Boulder Hwy., Las Vegas, NV. Bikes, trikes & sidecars. Pins, trophies, steak fry & pig roast, entertainment, refreshments, 50/50 drawing by GWRRA, mystery drawings. 1st hand wins $400 cash. Entry $6, pre-registrations qualify for $100 cash drawing. Sign up 7-9:30 a.m. Mail entry deadline 2/14. Freedom Rider, 2586 Meadows Ave. #D, Las Vegas, NV 89101. 702/361-2298.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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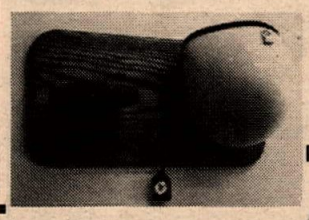

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Help Wanted

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One opening for qualified mechanic. Must be proficient in every phase of 4- and 2-stroke Suzuki motorcycles, plus superb trouble shooter, reliable and good with the public. Earnings open plus fringe benefits. Call Phil at CALIFORNIA SUZUKI OF ORANGE (714) 639-7771. (201/TFN)

MAKE A CHANGE FOR '82!
Are you tired of sitting around and not making any money? Large Honda/BMW dealership has positions open for qualified, experienced, Honda motorcycle technician. Excellent pay/benefits, clean shop, etc. Call (213) 466-7191 ask for Max. (201/3)

PARTS AND ACCESSORIES
HOLLYWOOD HONDA is looking for experienced help. Excellent pay and benefits. For information call RICHARD at (213) 466-7191. (201/3)

KAWASAKI TEAM TOUR
Kawasaki needs a supervisor and technician for its new program to be presented at various motorcycle events. These individuals should have at least 5 years professional mechanic experience, preferably on street bikes. Proven public relations skills and previous experience working at events or with promoters. Additionally, the supervisor should have supervisory skills and good organizational ability. Responsibilities will include: driving a Team Tour van to the event, setting up a public relations site, and performing minor repairs on consumer's bikes. The supervisor will be based in Santa Ana, CA; the technician in the east. Both will be expected to travel 25-30 weekends during the year. For more information contact: Personnel, KAWASAKI MOTORS CORP. USA (714) 835-7000. (201/TFN)

SALES REPS WANTED
Western U.S. Distributor is seeking sales reps who are currently working within an established territory & who would like to sell the following products: Bel Ray, Answer Products, D.G., Boyesen, Pirelli, Metzeler, Tsubaki, Twin-air, and lots more! Don't call unless you already sell to motorcycle dealers in a specific territory & want to increase your income. 90-page color catalog available. (916) 635-9580. Prime areas still available. (250/TFNE)

Service Manager, Mechanics, Parts Counter
Experienced, with own tools, pleasant and professional attitude. Salary plus commission. Contact Vic at ORANGE COUNTY SUZUKI, Costa Mesa, (714) 646-2428. (202/4)

MOTORCYCLE MECHANIC
Generous commission, good benefits and steady work for mature individual to work in large Harley-Davidson dealership. Preference given to those with factory training and at least 3 years experience with Harley-Davidson, Triumph and Moto-Guzzi. Reference required. Call Richard (714) 835-9141. Santa Ana. (202/5)

YAMAHA MECHANIC
Qualified, responsible & professional technician needed for high volume Yamaha dealer in beautiful Colorado Springs, Colorado. Send resume to: CENTRAL YAMAHA, 3505 E. Platte, Colorado Springs, CO 80909. (202/3)

SET UP MAN WANTED
Some experience required. Ask for Warren at VAN NUYS HONDA KAWASAKI (213) 787-0110. (202/3)

ROCKY MOUNTAIN HIGH
Colorado's most beautiful and one of the largest Kawasaki dealerships is looking for an experienced motorcycle salesperson. Colorado Spring is one of the fastest growing areas in the country. If you are an avid rider and would like to live in the Rocky Mountains, send your resume to ACADEMY CYCLE & AUTO PARTS, 6155 N. Academy, Colorado Springs, CO 80907 or call Tom or Steve (303) 599-3436. (201/4)

REPS WANTED
WHEEL IMPORTS is seeking reps for complete tank bag and soft saddlebag line. (800) 243-5958. (302/5E)

SERVICE TECHNICIANS, want to spend summer in Alaska and work? Send resume to HONDA OF ANCHORAGE, 1118 East 5th Avenue, Anchorage, Alaska 99501, Attn: Steve. (102/7)

Motorcycle or Off-Road Race Promoter Needed
Some investment may be required. For information call (714) 689-6114, (201/TFN)

SET UP MAN WANTED
Some experience required. Ask for Warren at VAN NUYS HONDA KAWASAKI. (213) 787-0110. (202/3)

KAWASAKI SERVICE HOTLINE
Factory position requires 5 years dealer level experience as a mechanic or service manager, repairing motorcycles but college or vocational training will be taken into consideration. Jet-Ski or snowmobile knowledge is a definite asset. Other requirements include: Good telephone communication skills and proven riding ability. The primary duty will be to answer service questions & instruct dealership personnel in service & repair techniques using the Kawasaki Hotline. For more information call Personnel, KAWASAKI MOTOR CORP. USA, (714) 835-7000. (201/TFN)

OUTBOARD
SERVICE REPRESENTATIVE
Major outboard manufacturer expanding service operations. Immediate position open for Field Service Representative. Qualifications: 4 years minimal dealer service experience mandatory, broad industry and business management preferred. Excellent salary, benefits and future. Send resume to: Personnel, US SUZUKI MOTOR CORP., P.O. Box 1100, Brea, CA 92621. No phone calls please. (203/4)

OVERACHIEVER
Result orientated individual seeks long-term position with progressive motorcycle agency. Has several years experience in marketing, management, motivating, training, advertising, exporting, finanacing and public relations. Willing to relocate for right employer. Will be in LA February. If you have a dream, I'll make it happen! Let's talk. Send card with name and phone number to P.O. Box 1111, 14526 Sherman Way, Van Nuys, CA 91405. (303/4)

SAN FERNANDO VALLEY, CA — Sales, mechanic, office & bookkeeper, shipping receiving, warehouse, management, phone sales, route sales, any or all. BRIEF Resume to Mr. Hayner RACERS SUPPLY, 6959 Van Nuys Blvd., Van Nuys, CA 91405. (101/4)

Kawasaki Salesperson Wanted
Five years experience, immediate opening, excellent pay plan. (213) 848-6627. (250/TFN)

EXPERIENCED SALESPERSON AND PARTS PERSON WANTED
Honda/Kawasaki dealer. (714) 778-6700. (202/3)

HONDA MECHANIC
Must be experienced on all models and have own tools. Call Doug Seamans (213) 776-6134. (203/4)

SOUTH REPS WANTED
Sales reps with existing lines and territories wanted to sell a new product. All inquiries will be kept in strict confidence. For more information call: Carole Antene (405) 272-4166. (203/6)

TESTING MECHANIC
Factory position requires minimum of five years — dealer level mechanic experience & proficient riding ability. Duties will be: assemble, maintain, repair & test ride proto-type machines with minimal supervision & work direction. This also includes general maintenance of shop area. Some overnight travel involved. Call personnel at KAWASAKI MOTORS CORP. USA, for more information (714) 835-7000. (201/TFN)

ROAD RACE MECHANIC
Requires previous national level road race experience, comprehensive 2-stroke background and availability for extensive travel during racing season. Responsibilities are to prepare and maintain KR500 for factory rider as well as drive company truck to various events. For more information contact: Personnel, KAWASAKI MOTOR CORP., 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (202/TFNE)

Business Opportunities

AMERICAN MOTORCYCLE SCHOOLS
Start an exciting career as a: MOTORCYCLE MECHANIC. THE CALIFORNIA SCHOOL OF THE PROFESSIONALS. Residence or Home study. If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional... CALL TOLL FREE 1-(800) 423-4678.... Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (202/TFN)

Harley/Suzuki Franchised Motorcycle Dealership
Booming Florida location, excellent local economy. 325,000 market area, annual gross over one million with much more potential, established 20 + years. Parts + accessories (cost) $110,000. Used motorcycles (cost) $18,000. Fixtures, equipment + other assets, $32,000. Excellent buy at $170,000. Call Ron Howe at (904) 734-1152. (202/4E)

YAMAHA MTOORCYCLE & SNOWMOBILE
Profitable, small dealership in Oregon, ideal for husband/wife team available with good terms for the right party. Total price under $100,000.

HONDA SUZUKI SUPER INCOME
Potential for promotional orientated operator. Low down, assume existing contract on business (Oregon).

METRO SUZUKI DEALERSHIP
Established dealership (Washington) 15 years, great lease on super location, high volume parts business, owner will carry contract. MANY MORE PROFIT opportunities available. Contact: ED LEMCO & ASSOCIATES, National Motorcycle Sales & Management Consultants, P.O. Box 1779, Albany, OR 97321. (503) 967-8536. (203/EOI/5E)

L.A. TRADE TECH. COM. COLLEGE TUITION FREE M/C REPAIR & INDUSTRY TRAINING
Spr. Sem. Feb. 3rd. Men & women job exp. or schooling may qualify you to start in our 2nd sem. Call Bill Roth or Pat Owens (213) 746-0800 ext. 201 or 202. Above "81" Advisory Members who helped update program. Thank you advisory members for your support. (103)

'78 suzuki rm80
Sharp! Extras! $385.00 (714) 596-2550. Must see. (103)

DALLAS BAKER PRODUCT 80-465YZ, $1100. '79 Honda XL185S, 1200 miles, $700. 14 horse go-kart, fast, $350. 'jweey Seoqn, 764 Angelina, Placentia, CA 92670. (103/4)

1980 SUZUKI PE400
Exlnt. condition, less than 300 miles, used in only two enduros, work injury forces sale. Answer silencer, Curnutt shocks, $1200.00. (805) 252-9294. (103/4)

1980 Yamaha 125IT, $900
Stock, low hours, new condition. Evenings (714) 296-1448. (103)

TZ250F
Very clean, very fast, $2500. TWO SHORT TRACKERS — Trackmaster Husqvarna, very clean, very fast, $1000. 250CZ in Champion frame, very clean, very fast, $1000. (503) 469-6814. (102)

SR500 DIRT TRACKER
C&J frame, Lectron carb., Simon forks, easily turned into super playbikes, fast and reliable, $2200. (805) 831-5204. (103)

'80 HONDA CR 250 R like new
New Metzeler front, Dunlop rear, new bars, Whirlpool throttle, grips, stock engine, D.G. pipe, triple rate Works Performance shocks, excel. cond. $900.00. Call eves. (714) 531-1913. (103)

4 Stroke Yamaha Single
Hi Per Kinetics 650cc motor 43 horsepower, C&J frame, Husky front end, Curnutt shocks, two tanks, fast, reliable, done right, $1400.00. (714) 897-1138. (103)

KSI THUMPER/2 '78 MAICOS
KSI has everything, $2500.00. 440 Maico, $800.00. 250 Maico, $700. All three xlnt. condition and low hours. (714) 276-7990. (103)

Off-Road Single-Seat Race Car
Class One Funco S.S. A.M.S.A. winner, never crashed, many spares included. $4200.00 or trade. (805) 251-3763. (103/6)

1980 YAMAHA IT125
Good condition, only 8 hours on engine, $700 or best offer. Ask for Paula (714) 837-8299 or days (714) 544-4341. (103)

1981 YAMAHA YZ465H
Safety seat, alum. muffler, Boost Bottle, new rear tire, lots more. Excellent condition, $1500.00/offer. Call Kelly after 4 p.m. (213) 325-5489 or (213) 833-2807. (103)

RM465Z front & rear wheels
Brand new, includes brake plates, and all hardware. 2 sets $130 front, $150 rear per wheel, will UPS. Call (714) 895-1991. (203)

1979 Triumph Bonneville 750cc
2027 miles, like new, $2600. (213) 324-5320. (103)

'79 Yamaha IT400, '72 Suzuki 185
Yamaha, excellent condition, $1200. Suzuki, low miles, $350. Honda 90, $75. 4'x8' box trailer, $300. Best offers. (213) 426-6252 or (213) 576-7667. (103/4)

1981 'yz250, 1980 'yz125
Girl ridden, excellent condition, 250 ridden 10x, $1300. 125, $700. (714) 962-4292. (103)

wanted pipe for 1980-81 YZ465 in any repairable condition. (213) 320-5254. (103)

TRIALS BIKE
1975 Yamaha 250, excellent condition, $500. (213) 429-9256. (403)

Need money for April 15
Forced to sell xlnt. 4-stroke Honda C&J 440 with all the good stuff. (213) 597-0183. (103/4)

1981 CR 250 HONDA
Water cooled, used as practice bike. Works Performance modified shock and forks. $1100. BUD'S OUT BACK, Tucson, AZ (602) 790-5247. Monday thru Friday 9-6. (203)

UNFINISHED PROJECT
SUZUKI modified T500 2-stroke motor in champion frame, spool front, rear disc, Betor forks, etc. $750 OBO. Call Neil (602) 790-5247 days. (203)

1981 HUSQVARNA 430XC
Showroom condition, ridden three times. Extras include brand new Metzeler, copy rear tire, Answer Products silencer, spark arrester, has all '82 modifications and factory spec work done to engine including porting & pipe work. Selling cost is $1850 OBO. Days (213) 851-5849. Evenings (213) 841-7090. (303)

SPEEDWAY BIKE
Two vlave Jawa, excellent cond., $850.00. (714) 894-5487. (103)

'76 Factory CZ 250 immaculate!
Hardly ridden, well maintained, must see to appreciate. Ask for Steve (213) 457-3281. (103)

Yamaha YZ Monoshocks 1981
Two shocks for sale, set up by White Bros., machined for single or dual rate with new main springs, $100.00 each O.B.O. (213) 913-5220. (103/4)

18' SMUGGLER TRAILER
Sleeps 6, hauls 4 bikes, very clean, new battery, tires, rims, many extras, $1999 OBO. Ask 4 Bob (714) 778-6700 or (714) 630-6493. (103)

1979 IT 400 YAMAHA, very good cond. $850.00. (213) 989-6070. (103)

'79 YAMAHA TT500
White Bros. swingarm, pipe, Mikuni carb., Works Performance shocks, many more extras, $1250 OBO. (213) 324-5449. (403)

250cc HODAKA
Bottom end complete, new crank assembly and main bearings, transmission like new, $250. BUD'S OUT BACK, Tucson, AZ (602) 790-5247. Mondays thru Fridays 9-6. (203)

FOR SIDE CAR USE
BMW Leading Link Fork assembly, set up for GL 1000 or 1100. Will use stock Honda wheels and brake, stock Honda fork kits, upper bearings and controls. $450. BUD'S OUT BACK, Tucson, AZ (602) 790-5247. Mondays thru Fridays 9-6. (203)

1975 KTM 250. Clean, extras, runs excellent. After 4:30 p.m. $500 O.B.O. (213) 928-7018. (103)

'81 RM250 FLOATER
Cycle/Am fenders, Boost Bottle, safety Ceet, Gunner Gasser, R-D airbox, R-D shock, Diamond chain, ridden little, xlnt. condition, standard bore, $1375.00 O.B.O. (213) 425-0530 or (213) 861-9957. (403)

YZ 125G and YZ60H
White Bros. mono, Ceets, Roost, ported, polished. Professionally maintained and race ready. (213) 418-4030 or (213) 375-4893 after 5:30. (303/4)

1981 HUSQVARNA 250XC
Excellent condition — many accessories. A great bike but I need to sell it. Make a fair offer and it's yours. Tim (805) 252-9281 or (213) 361-7173. (303)

KTM 400 MC5
Excellent condition, less than 600 original owner miles. Never raced. See at PROCYCLE or call (714) 772-8170, evenings (714) 997-4807. (103/5)

1977 YAMAHA XS650
All stock, xlnt. condition, 13K miles, $1200. (213) 546-3817 or (213) 379-3849. (403)

'67 TRI TR6 SALE OR TRADE
Stock frame, recent stock engine, nice clean piece. Trade for GS450, etc. $1050. (213) 634-8121. (303/5)

'78 HUSKY 250 O.R.
New engine, new forks, new shocks, new tires. This bike is clean and virtually in perfect condition, $900. (509) 487-6344. (103/4)

NEW 1981 MOTO GUZZI 1000 G-5 #211467, $4295. WOOD MOTOR SHOP (213) 956-0698. (203)

Super Halogen Cycle Headlights
By Philips, 4 times more vibrations-resistant than ordinary halogens for super long life. $9.95 for one. 2 for $18. 3 for $26. Send check or money order to LIGHT WORX, Dept. 18, P.O. Box CN-5000, Cranbury, NJ 08512. Add $1 for postage and handling. (203)

'78 YAMAHA IT400, $800
'81 Yamaha IT 175, $900. Must sell. (714) 970-1284. (403/4)

'79 YZ400F CLEAN, runs excellent, engine stock and strong. White Bros. suspension, 1 complete spare rear wheel, new chain, sprocket, bars. Must see and ride to appreciate, $795.00. (714) 822-4671. (103)

WE BUY AND SELL USED, WRECKED, AND JUNK MOTORCYCLES AND PARTS: Vic's Motorcycle Junk and Treasures, 551 Ellis St., Augusta, GA 30902. (404) 724-2684. Store hours 8:30-6:00 Monday through Friday; 8:00 to 1:00 on Saturday. (103/6E)

TEAM UNIFORMS
Tailor made, racing parts, men or women's. Advertise for your sponsors. (313) 659-3585. (103/4E)

1982 YAMAHA YZ490
Ridden once, $1995.00 or trade for 465YZ plus cash. (714) 956-3108. (103)

Gene Romero & Bobby Sanders
C&J 750 Yamaha, Axtell crank and top end, pivot swingarm, three degree steering. $2,000. Ask for Bob, after 5 p.m. (213) 693-1624. (103)

Speedway Bike 2 Valve Jawa
Extra alloy, fresh condition, $1,000.00. (213) 466-2880. (103)

WANTED: 98cc — 124cc Gilera parts. Steve, 654 Tipton Ave., Eugene, Ore. 97404. (103)

'76 MAICO AW 400
Good cond., lots of extras, $400.00 O.BO. (213) 445-7459. (103/4)

1981 SUZUKI RM125X
Excellent condition, new tires, cna be test ridden in nearby field, $850. After 5:00 p.m. (213) 583-0325. (103/4)

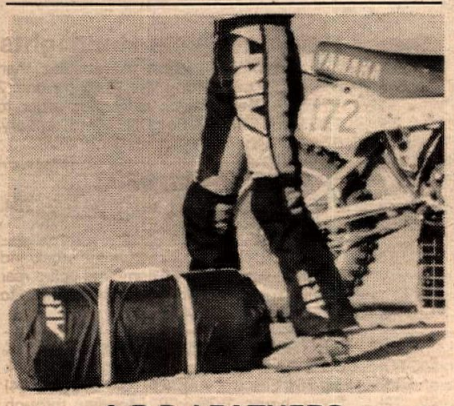
Travlite Motorcycle Camper
America's #1 camping trailer designed for touring cyclist. 310 lbs., 22 cubic feet storage, 42"x78" bed, 78" headroom. CONTINENTAL INDUSTRIES, Dept. CN, 301 W. Rising Street, Davison, Michigan 48432. (303/EOI/TFNE)

FAST FILL GAS CAN
4½ & 7½ gallon capacity, fast (approximately 2 seconds/gallon), light weight (6 lbs.), heavy duty aluminum, +129.95 & $139.95. OPTIONAL STAND (19.95) and OVERFLOW SYSTEM (24.95) also available. Mastercard & Visa welcome. PACIFIC RACING PRODUCTS ● USA, P.O. Box 178551, San Diego, CA 92117. (714) 278-9808. (239/EOI/TFN)

TOOMEY RACING

Kanemoto Racing Pipes ★★★
By Toomey Racing for RD-400's and 350's. These are the finest made, best looking, best performing pipes you can buy. With aluminum mufflers, tapered head-pipes, and rubber mounts, $225.00. Call or write: TOOMEY RACING, 25901 Belleporte Ave., Harbor City, CA 90710. (213) 539-4324. (249/EOI/TFNE)

TRIUMPH PARTS
New old stock, trans., gears, frames, frame parts; Lucas, Amal. Most all parts for all Triumphs, complete motors in stock. (201) 469-4141. (33/EOI/TFN)



A.R.P. LEATHERS
Rugged nylon & leather construction. A.R.P. Logo or team name, team colors. $120 with boot covers. To order: 564½ 31¾ Road, Grand Junction, Colo. 81501. (303) 434-0445. (203E/TFN/EOI)

NEW 1981 MOTO GUZZI 1000 Automatic #211574, $4395. WOODS MOTOR SHOP (213) 956-0698. (203)

'81 465 YAMAHA YZ
Excellent cond., hardly ridden, forks and shock built by Staten Ent. Must sell, $1,300. In eve. (714) 685-6578.

1982 WFO Catalog
Send $2 for your new WFO Catalog, loaded with products and apparel. Check WFO's new ATC250R items: 4" chr.-moly swing arm, new 4 gallon plastic tank, plastic boost bottle and much more!! Contact: WFO, P.O. Box 6115, Huntington Beach, CA 92646-1115 (715) 964-1192. (203)

WANTED: '79 Husky 390 crank case and cylinder. (213) 341-5251 Bev. (303,4)

1980 Kawasaki KDX 175
Excellent condition, never raced, K & N filter, new bars, levers & grips, Boyesen reeds $850. (213) 530-7860. (303,4)

XR500 Clutch Problems?
We have the fix, together with many other specialties for XR500s. Call ENGINE DYNAMICS at (707) 763-7519. (103,4E)

NEW 1980 MOTO GUZZI 1000 SP #203952, $4095. WOOD MOTOR SHOP (213) 956-0698. (203)

TRAILERS
MOTORCYCLE — UTILITY
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One to five rail custom motorcycle trailers on hand for immediate delivery. Three rail special $379. 4 X 6 $499. Open 7 days. (714) 956-2950. (203)

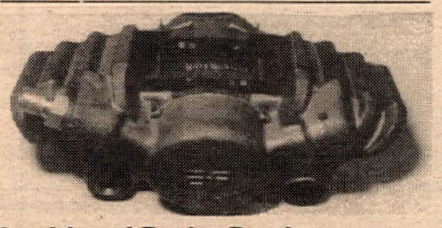
DEMO 1981 DUCATI 900 Darmah #951967, $4100. WOODS MOTOR SHOP (213) 956-0698. (203)

1976 HUSQVARNA 250 WR
Excellent condition, must sell, best offer. (714) 993-8599, or after 5 p.m. (714) 646-9231. (303/4)

BC CYCLE SUPPLY
has it all!!! Every major brand of after market on and off street motorcycle and ATC accessories. Discount prices. OPEN 7 A.M. TO 9 P.M. 7 DAYS A WEEK!!! Additional hours by request. Call for more info. FREE gift with any purchase (except plugs, oil on sale). FREE COFFEE! 9025 McFadden (at Magnolia), Westminister. 1 mile north of 405, 2 miles south of 22. (714) 891-5286. (203)

Los Angeles Warehouse Sale
1981 OPEN CLASS HUSQVARNA, only 3 races on it, special rate — $1495. 1981 SUZUKI RM250, single shock, White power suspension, set up for Supercross type track, approximately 15 hours on bike — $1375. 1980 XR 250 HONDA, 800 miles — $899. Bikes stored in Los Angeles, CA warehouse. Call (614) 574-6967 for info and delivery schedule. First order gets Simons forks for $195. (302)

★★PORTABLE AIR BOTTLES★
7 gal. tank complete with 175 lb. safety valve, gauge, 4 ft. hose with ball chuck. $35.00. Order 2 and save $10.00. Do it yourself kit also available. Will ship U.P.S. (213) 498-1486 or (213) 597-1458. (103)



Lockheed Brake Products
Light alloy caliper, handlebar master clyinders and rear master cylinders. Yamaha TZ systems, stainless hose and fitting. BROOKS-SCHAFER RACING, P.O. Box 411, Los Olivos, CA 93441. (805) 963-3801. (241/EOI/TFN)

CLASS C YAMAHA TT500
Muzzy motor, swingarm and frame modification. Ceriani, Lectron, gas Boge, Mulhollands, CDI ignition, $1795. Keep trying (503) 548-8365. (302/3)

★ Cycle Trailer...$299 & Up ★
1, 2, 3 & 4 Rail Major Brands! 4 & 5 rail custom. Small or large wheels. Also vehicle & utility trailers & hitches installed. M.S.C. (213) 767-1757. (501)

1982 AVON TYRE CALENDAR
The infamous AVON calendar is now available from HAP JONES. Send check or money order for $9.95 to:

HAP JONES DIST. CO.
P.O. Box 32368
San Jose, Ca 95152
or see your motorcycle dealer.

HAP JONES

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PUBLIC NOTICE
FOR SALE
Over 200 good to excellent 1980-81 Motocross — Enduro — Street — Touring Kawasakis, Yamahas, Suzukis, Hondas

These bikes were used by the distributor for displays, movies, TV commericals and VIPs. Some are brand new and others have low miles. Most of them are priced under Wholesale Blue Book. For Best Deal Act Today! Two Giant Locations.

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(213) 345-0475

Sammy Tanner Distributing
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213-924-2111

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Twentynine Palms, CA
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'77 YAMAHA TT500
Extras, excellent condition, $795. (213) 837-4119. (302/3)

'80 KTM 175 ENDURO
Excellent fresh condition, $675. (213) 453-4235. (302/3)

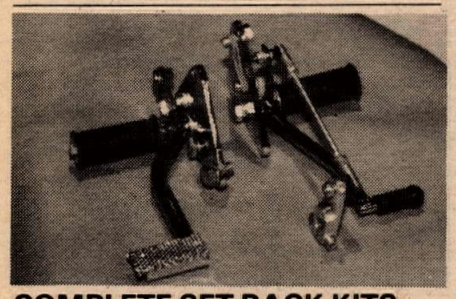
XL500 1981
Perfect shape, less than 1000 miles. I'm asking $1,695.00. Must sell, need money fast. (213) 530-0830. (302/3)

'78 SUZUKI PE175
Wife's bike, excellent condition, $490 — firm. Days (213) 532-9792, eves. (714) 993-6017. (303)

WANTED: Stock pipe for 1979 YZ125F Yamaha. Must be in good condition & reasonable. (714) 246-8181. (303/4)

YAMAHA TZ250F
G cylinders, spares, ready for Daytona, must sacrifice $2200. (303) 452-8556. (101/3)

XR 750
Fresh from ground up, Lawwill frame, Axtell, $2500.00 worth extra parts. (303) 443-2014. (103/4E)



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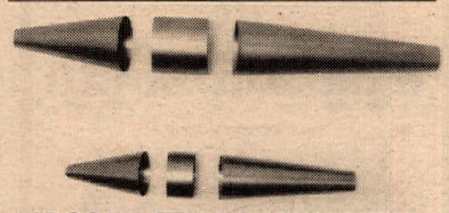

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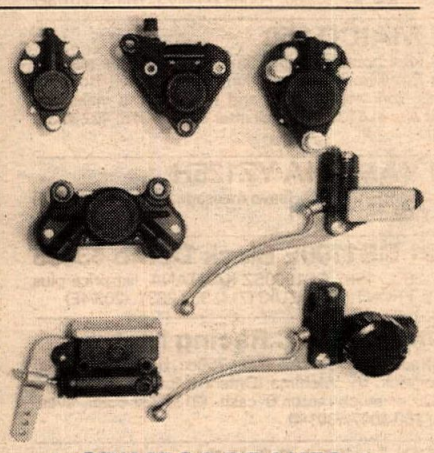

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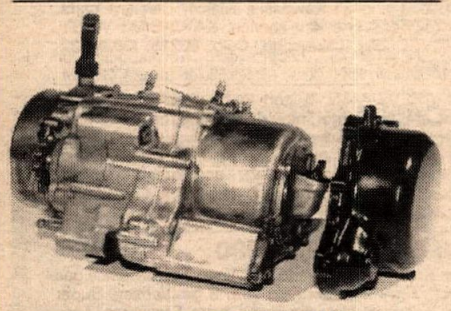

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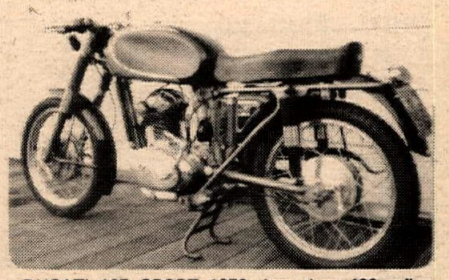

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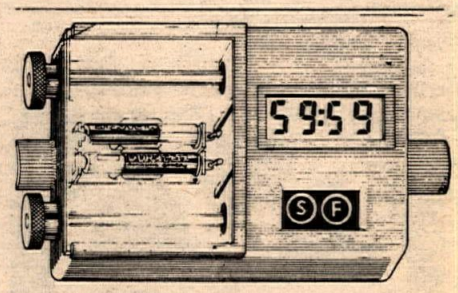

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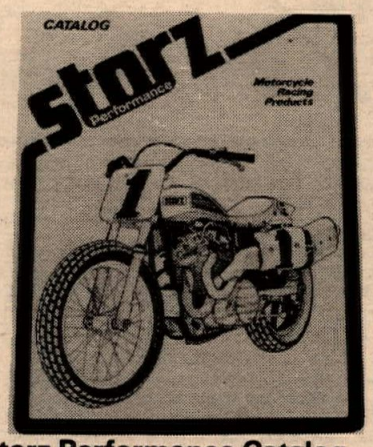

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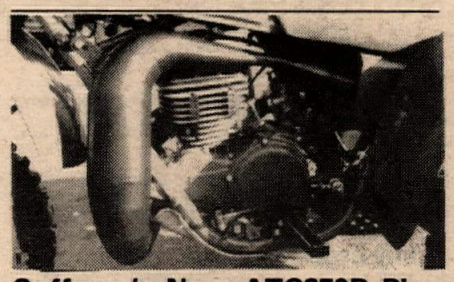

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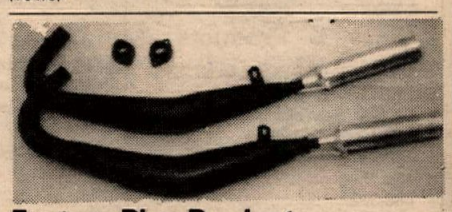

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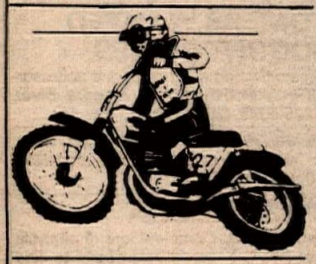

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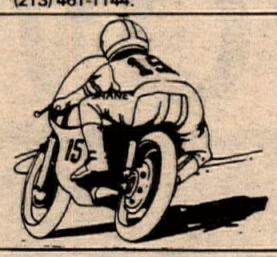

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because of the rapid expansion that GSM has experienced over the past three years. The company has increased in-house production of motorcycle accessories, while at the same time expanding their distribution line. The Import Cycle name will be dropped, and both companies will be known as GSM. With the two locations, GSM has enlarged their warehouse fascilities, road salesman staff and service territory. The locations are: GSM, 13026 Raymer St., No. Hollywood, CA 91605, 800/423-2302 or 213/764-1808; and GSM, North Hwy. 77, Ponca City, OK 74601, 800/654-6486 (In Oklahoma call 800/522-6406).

The Florida Winter-AMA Series concluded Jan. 24 in Orlando as Billy Grossi (Hus) won the Open Pro class, Honda's David Bailey topped the 250cc contest and Karl Jordan bested the 125s on a Yamaha. Winning series titles were Honda's Chuck Sun (Open), LOP/Honda pilot Steve Martin (250cc) and Jordan (125cc).

Keep your eye on this spot next week while Papa and his cohorts do a little checking up in Sacramento. The California state budget bill was introduced last week, and is reported to contain an $8.5 million Green Stickie Fund to General Fund rip-off. The governor's office had assured OHV users that they wouldn't take any money out of the OHV Fund and we had been relying on their word. So stay tuned next week.

Now that the 49ers have vanquished the Bengals, we can turn to the more serious stuff that happens in stadiums, namely, Supercross. Mike Goodwin and company have the whole Jan. 29-31 weekend roped off. It begins at midnight Jan. 29 as L.A. television channel 9 presents a half-hour program on the '81 Supercross Kickoff. Then on Saturday night, Jan. 30, the Miller High Life Supercross Kickoff '82 begins at 8 p.m. Del Taco restaurants are offering an early ticket that, along with regular admission, will get you in to see practice at 4 p.m. NBC will be filming the Anaheim race for broadcast at a later date, so be sure to wave while you're there. Then on Sunday amateurs go at it in the first of 10 races that will serve as qualifiers for the 1981 AMA Amateur Supercross Final at San Diego. Should be quite a weekend.

The winner of the Daytona 200 this year will receive $13,340 from the official purse of $93,000. That figure can be boosted considerably via contingency awards. Second place in the 200 pays $8,945, with the third place finisher earning $6,065.

Daytona's Formula II race (previously called the International Lightweight Race) will see the winner taking home $2,740 of the $15,000 purse.

Daytona's Superbike race winner will earn $6,430 with the runner-up receiving $4,335.

Purse amounts for the 1982 Wrangler Supercross Series have been released by the AMA. Most of the races in the 12 round series offer a purse around $20,000, with the exceptions of the San Diego race at $25,540, Anaheim at $26,770, L.A. at $28,540 and the huge purse at Daytona, $40,100. Watch for an abundance of Wrangler Supercross Series logos at the Supercrosses next year; riders must display them on the chests of their uniforms and on a promiment position on their bikes in order to be eligible for Wrangler's $75,000 point fund money.

The Salinas Ramblers will be presenting the 10th annual District 36 Quicksilver Enduro on Feb. 14, and the guest of honor will be none other than Ed Hertfelder, author of the monthly Duct Tapes column in *Cycle* Magazine. "Ed said he was going to try and make it to the third check on Sunday," said the Ramblers' Ed Tobin, adding that Hertfelder would be the guest speaker at the Saturday night riders meeting. Also on tap for the Saturday before the enduro is a timekeeping school taught by D-36 A riders. This enduro is also a round in the D-36 B and C rider championship. For more information, contact Tobin at 408/384-4495 after 6 p.m.

The California Superbike School will be traveling around the USA in 1982 as riders in different parts of the country will get a chance to ride their favorite tracks on the school's GPz550s. The school has tentative dates following the AMA Nationals at Daytona, Loudon, Road America and a date that comes two weeks before the Superbike race at Seattle International Raceway. The school will run at Shannonville, Canada, one week after Loudon and then onto Continental Divide Raceway near Denver for the 4th of July weekend. There will be a regular schedule at Riverside and Laguna Seca as well. For dates and information call 213/484-9323.

Our sources in Europe informed us that Honda is testing a new works MX bike which has a cast aluminum frame. Pro-Link rear suspension is still being used, but with a shock that is laid over in a cantilever position—the top mount is over the spark plug. Test riders on a three minute track are reported to be going five to seven seconds faster per lap on the new machines. Honda is also working with their twin cylinder 250cc, with Yamaha, Suzuki, KTM and Gilera also reported to have twin cylinder bikes. The bikes will probably be phased into use during the coming season.

Can-Am's new 500cc thumper has undergone a name change. The dirt squirter is now the Sonic 500, a change from Sabre due to the fact Honda trademarked Sabre for their new V-4 roadster.

If you're getting your club or motorcycle affiliated group together and have eight minutes to spare, Greg Davis of Team Husqvarna may have just the item for you—the Dick Burleson segment of Peter Starr's documentary on motorcycles. It's available in 16mm film or video cassette, free of charge, for use at any motorcycle function. Call Davis at 614/476-0766, or write him at 2400 Marilyn Lane, Columbus, OH 43219.

It's not too often that we get excited about — or for that matter, even take notice of — what the car companies are doing these days. However over at Saab-Scania of America, the Connecticut-based U.S. Saab importer, part of the parking lot is off limits to cars during the warm weather riding season of May through October.

Riders contesting the 1982 Wrangler Supercross Series will share in the $75,000 posted by Wrangler in addition to all normal prize money and contingency awards. The 1982 Wrangler Supercross Series champ will take home $20,000 in point fund awards, the highest bonus ever paid to an AMA pro motocrosser by a series sponsor. Series runner-up will receive $12,000 with the balance of the fund shared by riders finishing in the top 15 in final series standings. The 1982 Wrangler Supercross Series is scheduled to begin on January 30 at California's Anaheim Stadium.

Plans are being made for the expansion of the AMA Amateur National Championship program to include Supercross racing during 1982. Events leading to determination of AMA National Amateur Supercross Champions will be held in conjunction with most events in the 1982 Wrangler Supercross Series. Although details of the championship program have not been finalized, the first race is set for January 31 at Anaheim, California. AMA amateur motocrossers may pre-enter the Anaheim event until January 25. Pre-entry fees are $45 and late entries will be $50. Entries and requests for info should be sent to Stadium Motorsports, Inc., P.O. Box 1523, Laguna Beach, CA 92651. There will be classes of competition ranging from 51cc single-speed machines to Open class machines. Further details on the Supercross program will be announced when series arrangements have been completed.

Formal agreement has been reached for the AMA to sanction all events of the popular Battle of the Twins (BOTT) road racing series in 1982. Working closely with the founders of the BOTT, the AMA has established a BOTT Rules Advisory Committee to consider future rules changes and to make decisions on any appeals which might be filed during the course of the season. Further info and BOTT rules are available from the AMA, Professional Racing Dept., P.O. Box 141, Westerville, OH 43081.

In addition to hosting the Daytona Beach Motorcycle Expo at the Plaza Hotel during Daytona Cycle Week '82, *Motorcycle Dealernews* has scheduled a television program, locally telecast by a CBS affiliate station and hosted by Larry Huffman, live from the Plaza. The show will feature question and answer sessions with top racers, autograph areas, race ticket giveaways, and special showings of racing films. •

THE NATIONAL PAPERS

The 15th annual running of the Houston Astrodome twin bill is just around the corner, Feb. 6-7.

Once again each event has over 100 entries to again prove that the early season events get the most entries. By next fall the AMA Nationals will be fortunate to find 50 qualified riders, regardless of the purse, points and type of event.

A rider does not have to be qualified to enter the Houston races, he just had to be an Expert card holder. We say he because the only woman Expert in '82, Tammy Kirk, did not file an entry for either event.

But each main event will only have 15 riders, so over 80, closer to 90, riders will be peering out from under the stands in the world's narrowest pit area come main event time.

In the TT event the west coast racers have dominated since the first one back in '69. The only major change over the years is the big switch from 750cc twins down to 500cc singles. The 750s are still in the hunt but appear to be getting more and more off the pace with the passing of time.

It is not unusual to find a rider winning one of the Houston events and then never winning again that season, or again ever. It has happened twice at Houston where the winner never again crossed the line in first place. One other rider has won the TT twice, but never at any other track.

But the TT record over the years points out very clearly that it is not unusual to find a different rider winning each of the National TT races during any given season.

Last year at Houston Steve Eklund became the first three time winner of the event with Jay Springsteen running second. Everybody thought the National point race was all over. Steve never won again and Jay hardly ever raced again on a TT track.

The TT at the 'Dome used to feature a host of "TT specialists," a breed that is ever decreasing. Now an oval track rider figures he might as well enter the TT as long as he is going to Texas anyway.

In last year's final at least four of the riders had little experience in that type of racing. A few years ago one had to be a proven TT winner just to get into the main event.

The TT will again feature the old and the new with 45-year-old Sonny Burres again out of retirement and back for another try. He is a proven TT winner, but never at Houston.

On the kid side of the entry list is Billy Scott, the winner of the Junior Invitational down there in '81.

If there is to be a pre-race favorite, or favorites, it would again have to be Eklund, who won last year and failed to qualify for the final the year before.

Also, I like Alex Jorgensen to finally put it all together down there. Jorgy has ridden just about every brand there is known to racing and has also proved he can win, even without his secret oil spray tactic.

Last year he rode a Can-Am in one event and a Honda in another. He will again go to Houston perhaps in better race condition than any other rider. He can win when least expected and nobody has ever expected him to win at Houston prior to main event time. He is as good a bet as any at this time. It looks like he will ride a Can-Am.

Looking at the short track one has to look at Jay Springsteen. The medical question mark from Michigan has twice won the race, last year coming from a distant eighth for the victory.

He should be pumped up enough for the first event of '82 and has to be the favored rider in this one. Jay had the fastest heat race win a year ago and after a lousy first lap rode like the winner he often is. A win for Jay ties him with Roberts in the "All-Time" column.

Equally unpredictable, but not as consistent as Springsteen, are Scott Pearson and Terry Poovey. Both came close last year, but Jay caught and passed both for the victory. Either one of them is capable, barring mistakes.

The young and old again show up for the short track with former winner Darryl Hurst, who has said many times he has lied about his age for so long that he really does not know how old he really is. Anyway, he is back for another try at time trials.

Kawasaki introduces their new official factory team with veterans Eddie Lawson and Wayne Rainey. Lawson can fool you on a short track and Rainey can surprise from time to time. It is by far the best effort ever for "The Mean Green."

(Continued to page 4)

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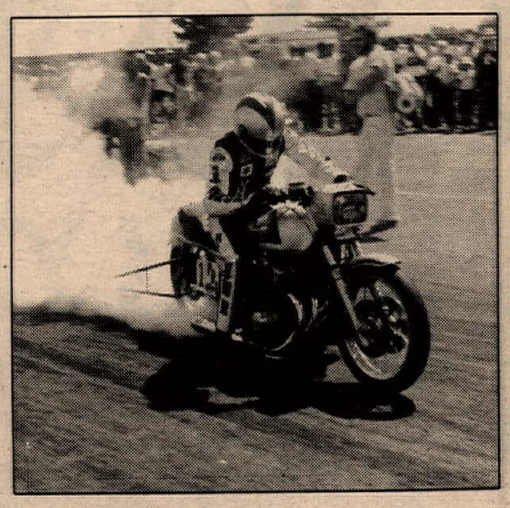

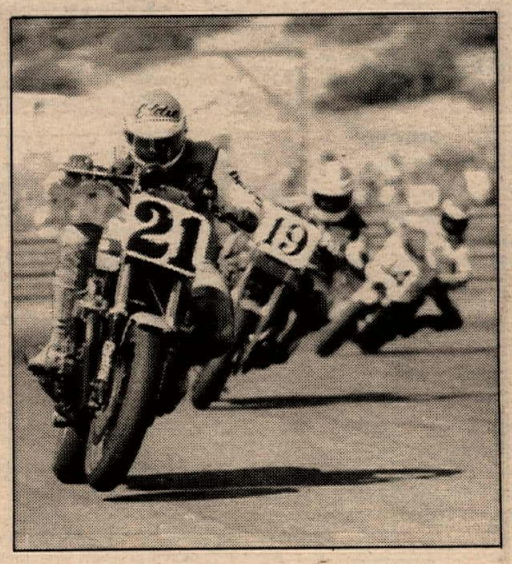

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ON THE FRONT PAGE: Eddie Lawson kicked it out in celebration after his Lightweight Expert win at Laguna Seca last year. He recently talked to us in an interview beginning on p. 20. Photo by Patrick Behar.

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VOICES

We want the King, we want...

With Daytona only six weeks away and having made our reservations for planes, cars and motels, it's time for racing!

Let's see Yamaha bring their most reliable machine for the King, even if it's a 250. Counting the last three years (one year Skip Aksland ran Kenny Roberts' bike while Kenny was recovering from an accident in Japan), the King's bikes have gone a grand total of five laps in three 200 milers. Everyone has mechanical failures, but "give us a break."

Daytona is our only chance to see the King perform his magic. We're sure he's been disappointed with his terrible hard luck, but the fans suffer too. Last year we watched him all week in practice -- running flawlessly and just blitzing everyone, only to drop out even before his tires warmed-up. What a bummer!

Ken Clark of Yamaha, don't deprive us of the chance to see the greatest all-around motorcyclist that ever lived - bar none! Bring your most reliable bike, even if it's 10 miles per hour slower. Let us see the King for more than two laps this year!

WIMPY, ROCKET & THE MOUTH
White Plains, NY

Tiebens thank you

We always hear so much about the wrong done by our young people and cycle riders: Well, we would like to say that all the ones we've been lucky enough to meet are just great in every sense of the word.

Our son, Rich Tieben, was critically injured in a desert race in September of 1981. He spent several months in the hospital and rehabilitation. His friends were there from the beginning. We sincerely believe the support and encouragement of these people contributed to his speedy recovery. The support they gave so freely to our family will never be forgotten. We would like to take this opportunity to say: Thanks to all of you from our hearts.

DICK & CAROL TIEBEN
Chatsworth, CA

A Grant of thanks

I would like to thank my sponsors who contributed to my racing efforts during the 1981 enduro season. This past year proved to be very successful, and together our efforts netted the Open class championship in the AMA District 37 Enduro Series.

The contributors are as follows: Don Dailey and family of DMG Maico, Maico West, Marty Miller of Spectro Oils, Joe Lee of Nippondenso, Steve and Bob Smith of Super Seer goggles, Moto-X Fox and Bell Helmets.

Mental support came from my mom and dad, the other half of the Palenske brothers racing team, Garner, and a *fox* by the name of Angella Brown.

I would also like to thank all the District 37 clubs who provided me with excellent events to race!

GRANT PALENSKE
La Habra, CA

Omission

In my letter that appeared in the first issue of this year, I thanked my sponsors and the many people who helped me in 1981.

However, there is one group of people that I unfortunately forgot to thank. Throughout the last five years of amateur competition and my first year of professional competition, these people have always been there with an unending supply of time, parts, free service and anything else that they had and I needed.

So let it be known that if you live in southern California the place you should go for any Yamaha parts, service or motorcycle is Premier Yamaha in Huntington Beach. They are a great bunch of guys.

Paul, Greg, Darrel and everyone else: Thanks for everything and I hope you're happy now!

ROB HASSAY
#129E
Fountain Valley, CA

Schilling the winner

In reference to the Jan. 20 issue, *Cycle News'* reporter Terry Whytal's article which stated the results of the Old Timer Masters race at Madera, CA on Jan. 10, 1982 was incorrect.

The winner of *both* motos and the overall standing was Richard Schilling (Mai). Richard recovered from a first moto crash and put on a spectacular ride to win, and led the second moto from start to finish. Jim Saitone (Hon) was second and Marvin Olson (Mai) was third.

ROSE SCHILLING
San Jose, CA 95125

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(Continued from page 3)

If you are looking for a good dark-horse for *both* races, go with Washington's Mickey Fay, one of the most underrated riders on the circuit and only a part-timer in '81. He will ride once again a factory Honda, or a pair of the same.

Teaming with Fay are two from Texas — the kid, Bill Herndon, and the new champ, Mike Kidd. Herndon won the Junior Invitational last time but Kidd failed to make the final, riding a mystery ship that would quit every time he headed for the flag on the last lap.

Mike has never really lived up to expectations at Houston for one reason or another. But carrying the big number one and having a new contract with Honda for the first time should find a lot of that changing, if it is ever going to change at all.

Talk about pressure. Kidd has it all and is the first bonafide resident of the Lone Star state to carry number one while living and racing in the same state that brought us the Dallas Cowboys in football.

Each night will again be tough on rookies and no first year Expert is given much of a chance to make either final. Billy Scott and Herndon would be the only two as we see it.

Houston again hosts a Junior Invitational. Two dozen racers from around the country have been invited, from the AMA based on points from last year and from the promoters to make sure that the southwest has some representation.

There is a young kid on the entry list who will be racing at Houston for the first time. This kid, who should be about 17 years old by now, has probably won more dirt track races than any other rider entered in any class for either event. His name is Pete Hames.

He has been racing for so long that they used to have to hold up the mini-bike for him because his feet would not touch the ground. Later they had to do the same with a "big" 250cc Pro Novice machine. Now he is ready for the big time.

Hames went to Florida for the series last year and cleaned house, even when some of the officiating was suspect; even when there was a bounty placed on him. He was all of 16 at the time. (We think.)

Young Hames should bag both of the Invitationals if you go by the record. But since the first event in '68 dozens of riders and all of the National favorites have found Houston to perhaps be the most unpredictable twin track setup they will ever race.

The real dirt track season starts in April with the running of the Sacramento mile. But with over $60,000, plus contingencies, it can be the start of something big — at least for two riders who win the events that never get rained out.

In closing this one out there is no truth to the rumor that Springsteen will be co-sponsored by the Mayo Clinic in Rochester, MN. It is also not true that Daytona Speedway was applying for an ice race sanction for mid-January.

Roxy Rockwood

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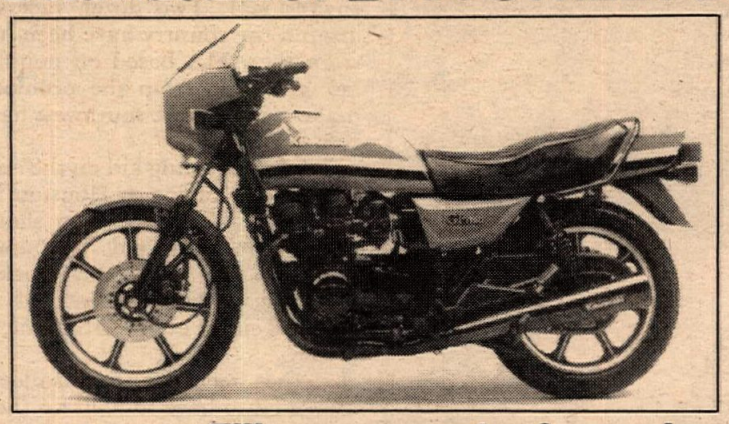

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HONDA

FOLLOW THE LEADER

250cc Pro winner Donnie Hansen leads runner-up Bob Hannah and Darrell Shultz who DNF the first moto when a wheel shattered. He won the second moto.

CMC/Preston Petty Golden State Series: Round 4

Hansen wins cliff hanger 250cc race; Lackey, O'Mara continue to roll

By Terry Whytal

HURON, CA, JAN. 24

The California State OHV Park at Huron hosted the fourth round of the Continental Moto-sports Club/Preston Petty Golden State Series. With the mercury hovering in the mid-60s and the sun breaking through the morning fog, conditions at trackside were ideal for riders and spectators alike.

Suzuki superstar Brad Lackey edged the 500cc Pro class for the third consecutive week despite an increasingly tough challenge from Hi-Point-sponsored Phil Larson and Wheelsmith Maico rider Kevin Davis.

Johnny O'Mara kept his streak of perfect moto wins intact and now leads the series 125cc class by a large margin. O'Mara's Honda teammate, Danny Chandler, tried to steal the Johnny O' Show in the first moto but his production-based bike ultimately proved to be no match for the works machine.

The 250cc Pro class continues to provide the closest, most exciting racing of the 1982 series. This week's event once again dazzled and amazed the 3000 spectators as Donnie Hansen finally gave Honda their first 250cc win and Bob Hannah had to settle for the runner-up position.

Yamaha rider Fritz Graf had another perfect day in the Vet Expert class. Graf topped both motos with apparent ease while Maico rider Jim O'Neal and Alan Olson battled for the number two slot. O'Neal and Olson traded moto finishes and Olson earned the second place overall honors while O'Neal took third.

Sidecars made their first appearance at the GSS and the crowd response was enthusiastic towards the unusual machines. Ralph Whitney and Perry Melillo powered to the win on their Norton sidehack while brothers Tom and Scott Whitney motored their Harley-powered machine to second overall ahead of the Yamaha of Tom Ridyard and Kris Wilcox.

Bruce Bunch dominated the 80cc Expert race with back-to-back moto wins on his Suzuki. Kawasaki rider Paul Denis picked up the second overall placing with a strong 4-3 score while Suzuki-mounted Rick Hemme placed third.

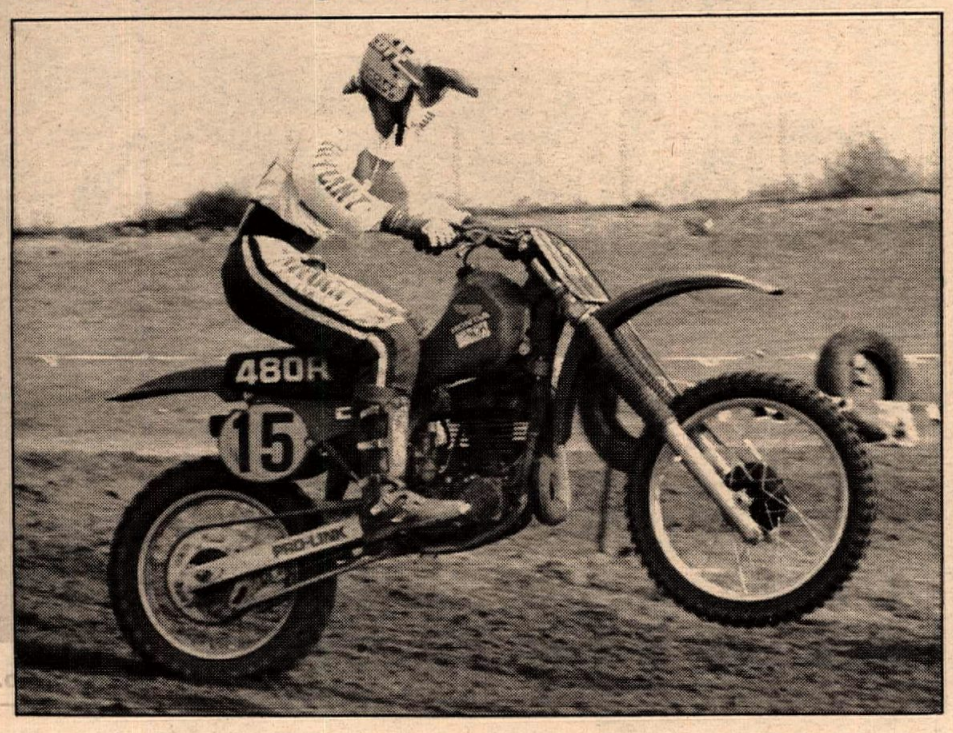
500cc Pro

The first 500cc Pro holeshot fell to Phil Larson with Wheelsmith's Kevin Davis tight on the Honda rider's rear fender. Larson quickly opened a five second lead on Davis as Maico rider Larry Hooper, Honda-mounted Steve Banning and Yamaha pilot Jeff Hicks jockeyed for the number three position.

Brad Lackey and KTM ace Joey Schlag both completed the first lap in mid-pack but soon were on the move towards the front. Schlag fell and detuned himself to the sidelines but Lackey continued to charge and moved into third on lap eight.

By the time Lackey moved into third, Larson was a full minute ahead of the field and in full control. Davis held a 30 second lead on Lackey as the moto neared the checkered flag. Lackey made a tremendous charge to close on Davis on the final lap but the determined Maico pilot hung on for second.

Brad Lackey (above) continued to win in the 500cc Pro class as did John O'Mara (right, 9X) in the 125s. High flying Danny Chandler picked up second 125. Phil Larson (below) gave Lackey fits in the 500s but settled for third.



Lackey and Schlag shared the second moto drag race lead to the first turn with Lackey edging ahead while Yamaha rider Neal Snarr moved into third followed by Hooper and Davis.

Larson fell in traffic and remounted near last place to bring a desperate dash toward the front-runners. Lackey, looking fast and smooth, soon outdistanced the field, his Simons inverted forks appearing to smooth the rough Huron track as well as the factory Hondas' super trick Showa front ends. Davis moved into second as Schlag and Snarr faded, and Yamaha rider Jim Holley dueled with Hicks and Suzuki-mounted Clint Hardick for third.

Larson worked his way to fourth in the final laps but needed to pass both Hicks and Davis to take the overall win. Larson dropped Hicks to fourth with one lap remaining and charged after Davis in a near replay of Lackey's first moto. Like Lackey, Larson came up just short as Davis held on to second and Lackey rode away with the big money. Hicks picked up fourth overall and Hardick finished fifth.

250cc Pro

Yamaha teamsters Bob Hannah and Scott Burnworth blasted to the first moto lead with the entire Honda team, Jim Gibson, Darrell Shultz, Larry Wosick and Donnie Hansen close behind.

Gibson took second away from Burnworth briefly before slipping off the pace with an unknown problem. Shultz charged past Burnworth on lap five but then bobbled and dropped to fifth. With Hannah holding a razor thin one second lead on Burnworth, Hansen moved up to make a run at the newest Yamaha rider.

Hansen slipped past on the next lap and closed on Hannah. One bike-length separated the lead duo for the second half of the moto but Hannah kept control until the last lap, when his front end washed out upon landing from a tricky jump and he nearly fell.

Hansen grabbed the lead and the win as Hannah crossed the line second and Wosick finished third. Shultz DNF with a shattered wheel and Gibson faded to fifth as Yamaha rider Rick Johnson berserked to fourth in the closing laps. Burnworth was sixth at the checkers.

Hansen knifed through turn one in the lead of the second moto with Hannah a tight second, Shultz third and Burnworth fourth. Hansen, Hannah and Shultz immediately began to pull away from the field as Burnworth battled with Gibson for the number four slot.

Hannah pushed past Hansen at the finish line on lap four and nearly bailed doing it, feet off the pegs and out of shape in classic Hannah style.

Hansen returned the favor a half lap later. "He so tough," noted Hansen later about Hannah. "I've learned I can't let him get away. I always try to get ahead of him so I won't slip back and lose my drive."

Shultz nearly passed Hannah in mid-air where Hannah bobbled in the first moto so Hannah berserked past Hansen while shutting the door on Shultz. Hansen held the throttle on a bit longer going off the next jump and regained the lead as the crowd went wild.

With only a few laps remaining, Shultz went wild, passed both Hannah and Hansen and powered into a three second lead at the checkered flag. Gibson nearly caught Hannah on the final lap with an astounding charge that had him gaining two seconds a lap on the front trio after getting past Burnworth.

Hansen earned the overall victory ahead of Hannah while Gibson took third. Johnson placed fourth and Wosick rounded out the top five ahead of Burnworth and Honda rider Jim Tarantino.

125cc Pro

OCC/Yamaha rider Mike Beier grabbed the first moto holeshot but bailed off on the first lap and Danny Chandler pushed his production Honda into the lead ahead of Yamaha-mounted Troy Blake, Suzuki riders Chris Swank and Rick Ryan, and Johnny O'Mara.

O'Mara luckily moved into second while Kawasaki teamster Jeff Ward charged from mid-pack to third. Chandler was definitely on the gas, even triple jumping the stadium whoops, but O'Mara closed the gap and soon pressured for the lead.

Chandler waved O'Mara past at the halfway mark. "My suspension was bottoming so hard I just couldn't hold him off," explained Chandler later. Chandler stayed close throughout the remaining laps to finish second while Ward placed third ahead of a charging Chris Heisser on a Suzuki and Yamaha rider Erik Kehoe.

O'Mara was never headed in round two. After getting the holeshot he opened a five second lead on Chandler and cruised to his eighth straight moto win in the GSS. Chandler finished second ahead of Yamaha rider Ron Lechien, whose 13-3 score put him into seventh overall. Ward went home with the third place share of the purse money while Kehoe and Heisser battled for fourth with Heisser getting the nod. •

Results

500 PRO: 1. Brad Lackey (Suz); 2. Kevin Davis (Mai); 3. Phil Larson (Hon); 4. Jeff Hicks (Yam); 5. Clint Hardick (Suz); 6. Jerome Heiberger (Mai); 7. Jim Holley (Yam); 8. Eric McKenna (Yam); 9. Don Griewe (Hus); 10. Kirk Spencer (Yam).

250 PRO: 1. Donnie Hansen (Hon); 2. Bob Hannah (Yam); 3. Jim Gibson (Hon); 4. Rick Johnson (Yam); 5. Larry Wosick (Hon); 6. Scott Burnworth (Yam); 7. Jim Tarantino (Hon); 8. Ross Pedersen (Suz); 9. Juan Benavidez (Yam); 10. Tom Benolkin (Kaw).

125 PRO: 1. Johnny O'Mara (Hon); 2. Danny Chandler (Hon); 3. Jeff Ward (Kaw); 4. Chris Heisser (Suz); 5. Erik Kehoe (Yam); 6. Rick Ryan (Suz); 7. Ron Lechien (Yam); 8. Kenny Keylon (Hon); 9. Jim Anderson (Yam); 10. Ron Turner (Hon).

VET MASTER: 1. Fritz Graf (Yam); 2. Alan Olson (Mai); 3. Jim O'Neal (Mai).

OT MASTER: 1. Jim Saitone (Hon); 2. Jim Holmes (Mai); 3. Richard Schilling (Mai).

VET INT: 1. Mike Middleton (Hon); 2. Ed Smith (Mai); 3. Leon Price (Yam).

VET JR: 1. Gary Nunes (Suz); 2. Bob Rivenbark (Yam); 3. Neal Nieman (Mai).

OT JR: 1. Ken Yarn (Mai); 2. Jerry Horton (Mai); 3. George Lazenby (Hon).

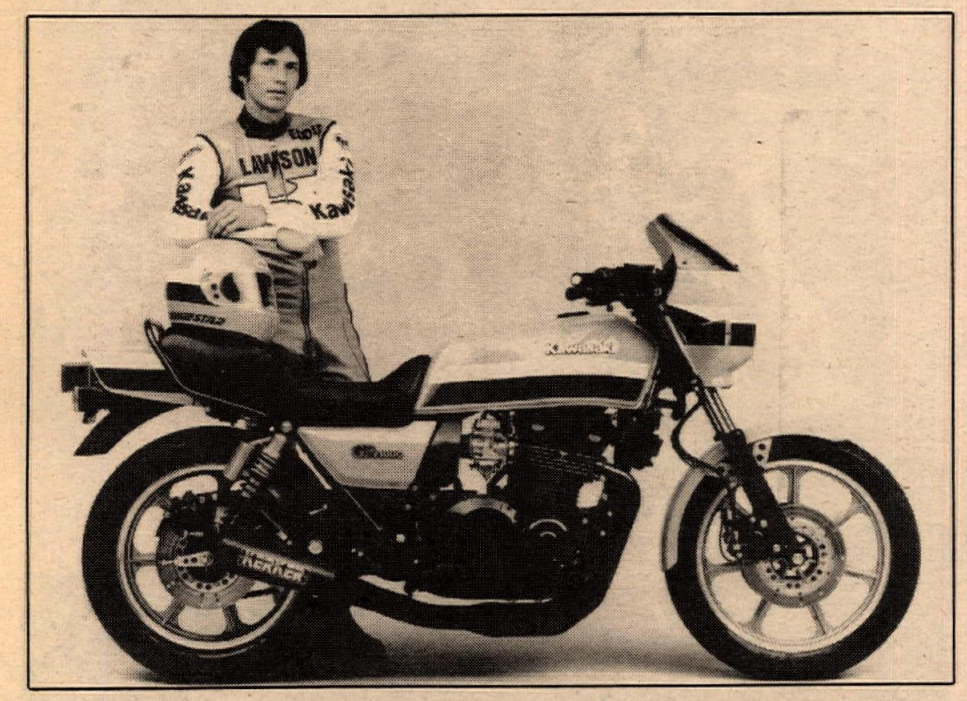
OT INT: 1. Willis Pritchett (Yam); 2. Fred Parsen (Hus); 3. Jerry Auvinen (Suz).

SIDECAR: 1. Ralph Whitney/Perry Melillo (Nor); 2. Tom Whitney/Scott Whitney (H-D); 3. Tom Ridyard/Kris Wilcox (Yam).

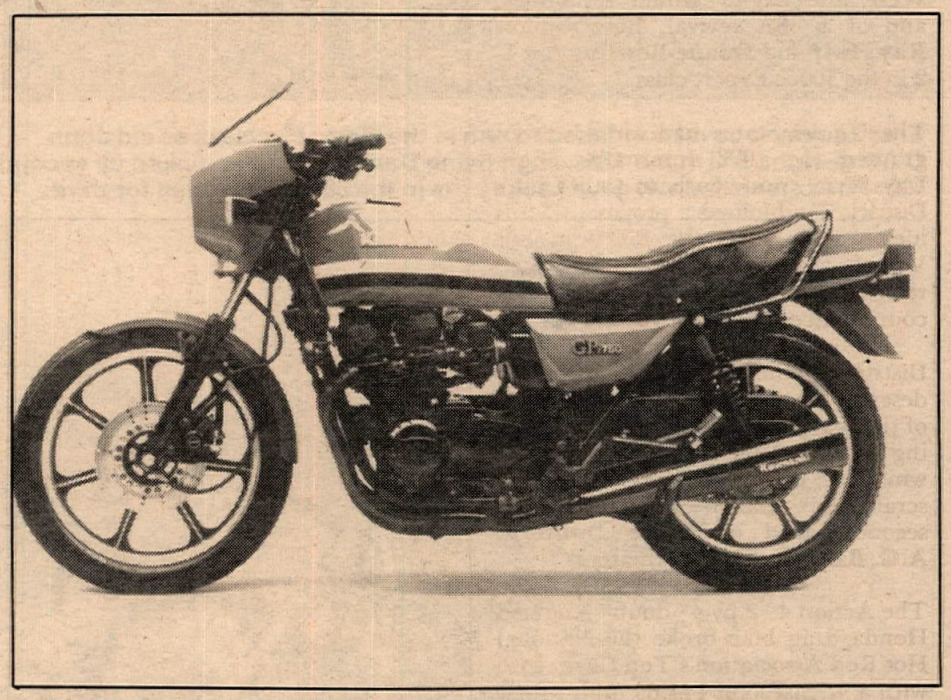
MINI EX: 1. Bruce Bunch (Suz); 2. Paul Denis (Kaw); 3. Rick Hemme (Suz).

Kawasaki

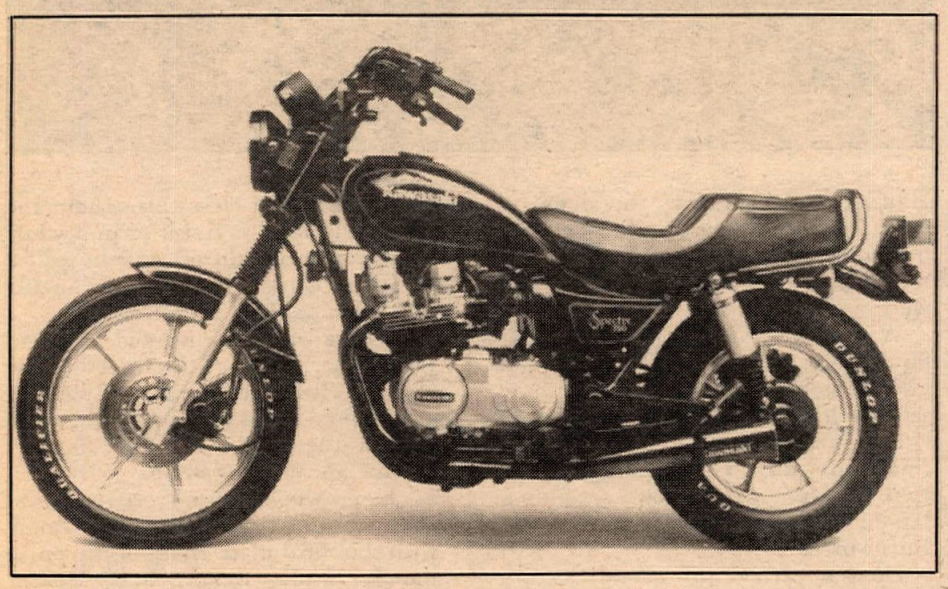
completes '82 new model introduction



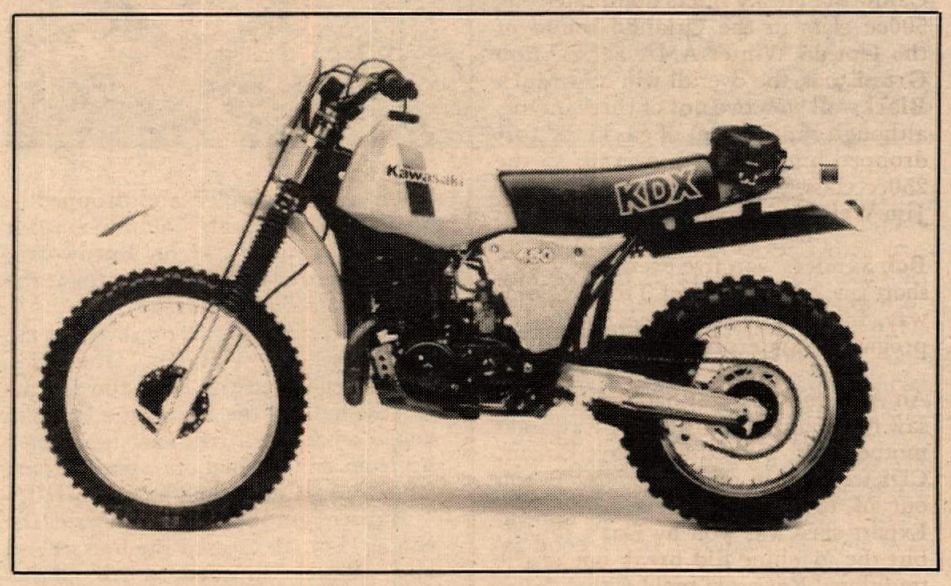
(Above) Forget the GPz1000 tag on this Lawson Replica. Kawasaki will offer 700 street-going KZ1000R models and 30 full-on KZ1000S Superbikes.



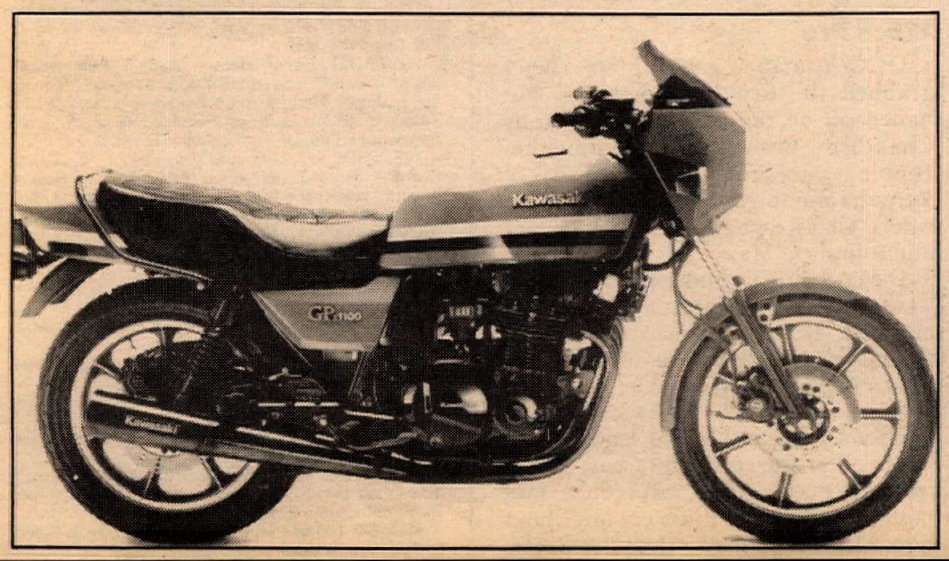
(Above) The GPz line gets a 750cc model for 1982. The bike has reportedly run an 11.97 second quarter mile at 109 mph.

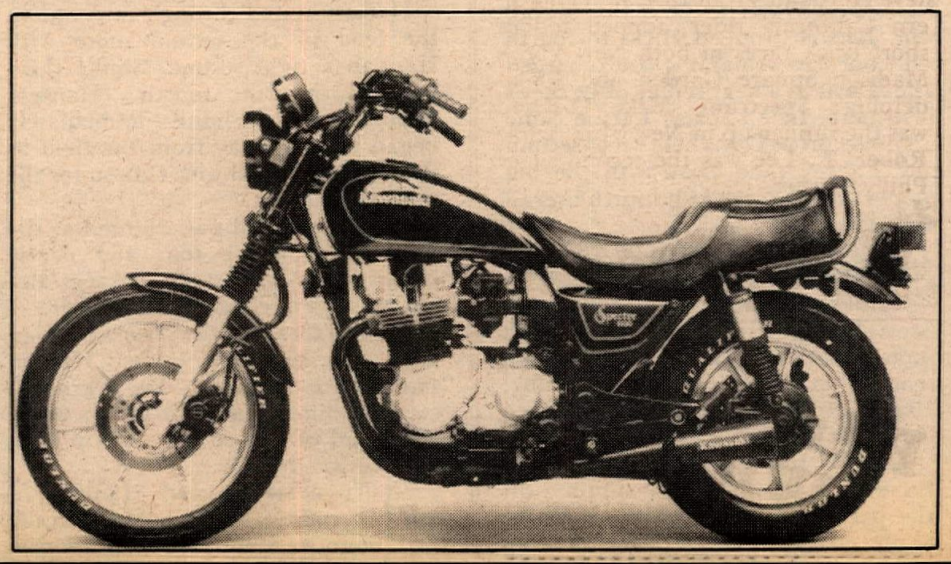


(Above) The 750 Spectre is one of Kawasaki's new entries into the "custom" market. If features shaft drive, black chrome exhaust pipes and air shocks. (Below) The GPz1100 remains Kawasaki's top of the line road burners. New for '82 is Digital Fuel injection.



(Above) Though Kawasaki dropped its Open class motocrosser, they bumped their biggest enduro bike to 450cc. (Below) The other Spectre model is an 1100. Like its smaller brother, it has shaft drive, black chrome exhaust and air shocks.





TEN YEARS AGO

AMA Executive Director **Russ March** was named by *Cycle News* as its Man of the Year. March was cited for his active role in getting the AMA's public relations and legislative departments rolling, among other things.

La Grange, CA, was the site of the West Side Eagles' winter scrambles, and of a BSA revival. Beezer pilots **Ray Huff** and **Duane Bowling** ran 1-2 in the 500cc Expert class.

The United States had already been granted the 1973 International Six Days Trial, and southern California's District 37 submitted a proposal. D-37's idea was to hold the ISDT in Las Vegas — "there are some 25,000 (hotel) rooms in the city" — with a preliminary course laid out by **Max Switzer.**

District 37's number one heavyweight desert plate made its first appearance of the year, and it was a successful outing as **J.N. Roberts** took the overall win at the Orange County M.C.'s hare scrambles. **Larry Bergquist** was second ahead of **Bruce Dunford. A.C. Bakken** was first Amateur.

The Action 4 "2 by 4" double-engined Honda drag bike broke the National Hot Rod Association's Top Gas record with a 9.73-second 144.69 mph run at Lions Drag Strip in Wilmington, CA.

California Husky riders dominated the 500cc class in the Orlando round of the Florida Winter-AMA Series. **Bob Grossi** took the overall win and **Mark Blackwell** won two out of three motos, although running out of gas in the first dropped him to fourth overall. In the 250cc class, Maico-mounted easterner **Jim Weinert** copped the victory.

Bob Sanders won five events in a TT/short track event held at Trojan Speedway. In the other two races run in the program, Sanders finished second.

An ACA motocross at Saddleback Park saw the debut of a prototype Kawasaki motocrosser, piloted by **Bruce Baron.** CDI troubles in one moto kept Baron out of the victory circle (the 500cc Expert class was won by **Gary Jones),** but the machine did break out of the traditional Kawasaki mold with a 450cc piston port engine. Speaking of factory MXers making a debut, **Brian Myerscough** won the 100cc Junior class.

Steve Hernandez, an 18-year-old northern California rider, topped indoor short track races in both New York's Madison Square Garden and Philadelphia's Spectrum. **Mike O'Brien** was the runner-up in New York, while **Robert E. Lee** was the second place Philly finisher.

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Atlanta, GA	Atlanta Stadium	2/27
Daytona Beach, FL	Daytona Intl. Speedway	3/6
Houston, TX	Houston Astrodome	3/19-20
Pontiac, MI	Pontiac Silverdome	4/24-25
Kansas City, MO	Arrowhead Stadium	5/8
Los Angeles, CA	Los Angeles Coliseum	7/17
San Diego, CA	San Diego Stadium	TBA

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*Dates subject to change.

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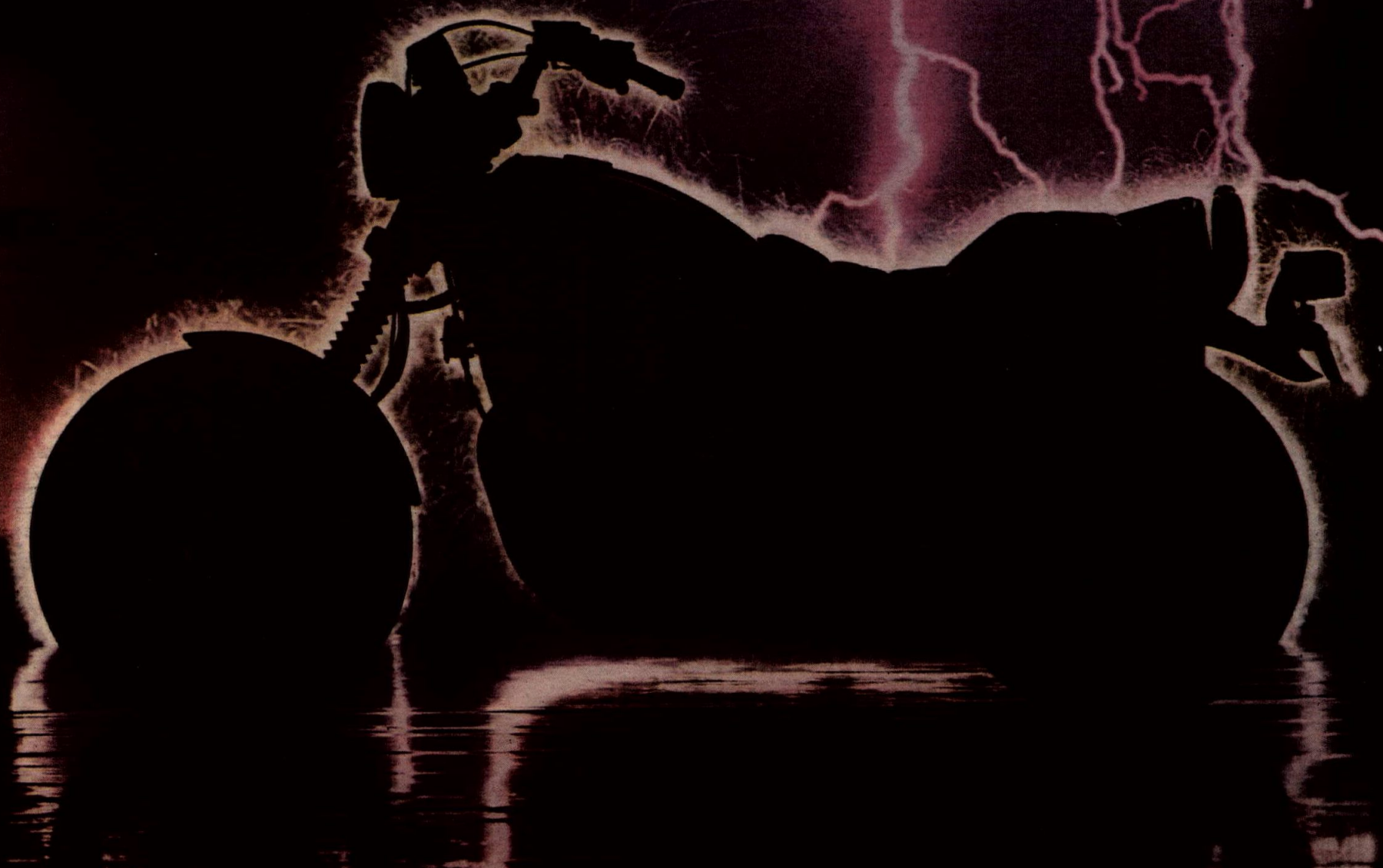

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In 125cc Pro racing Karl Jordan (727) stuck it low over winner Kenny Keylon (41) and Kyle Landrum (87).

Chuck Sun (10) gassed it through the rough stuff ahead of Gary Pustelak (35) and Dan Hafner (615) in Open Pro action.

Scott USA Florida Winter-AMA MX Series: Round 2

Oelerich on top at St. Pete

By Mike & Anne Adair

ST. PETERSBURG, FL, JAN. 10

Privateer Keith Oelerich scored the 250cc Pro overall win at St. Petersburg, although Honda factory riders Chuck Sun and David Bailey took moto wins. Oelerich, who rode his worn 1981 Yamaha to winner's circle said, "I held out, waiting for another Yamaha support ride, but they cut back and I'm out in the cold. I hope to finish well in the series then pick up some support. I can sure use the Yamaha contingency money -- $150 for today." Oelerich has shown more consistency than in past seasons and now holds the 250cc series lead over Honda's Jo Jo Keller.

Sun reigned supreme again in the Open class with a pair of moto wins, the only surviving clean slate in the pro ranks. Honda support program speedster Kenny Keylon was very impressive with a pair of runaway 125cc moto wins.

The second Winter-AMA round was held at Bill West's Sunshine Speedway, in usually sunny, warm St. Petersburg. However, a cold front turned bikinis into blankets as spectators huddled together for warmth. Trackside action was hot enough as an enlarged pro entry required qualifiers and consis in the 125 and 250cc classes.

David Bailey, who joined the circuit this week, was missing the cast on his right hand. "I haven't gassed it since San Diego in November. The hand feels good but I'm not strong yet," said Bailey.

125cc

Keylon and Yamaha of Canada's Terry Hofoss controlled their qualifiers with ease. Rick Maki watched Keylon's qualifier and said, "That guy can ride this stuff. I'd like to get him on my home track, Saddleback."

Keylon barely got dirty in the first moto, passing Karl Jordan then hitting overdrive on his Danny Adams prepped Honda CR125R.

Hofoss and Maki moved up from 13th/14th to sandwich Robert Handy in fourth place at moto end.

Hofoss said, "This is a good track. It's faster than Orlando, but just as tricky."

Michigan's Frankie Lamp found traction in moto two with Maki, Jordan, Kyle Landrum, Mark Robinson and Handy all ahead of Keylon. Lamp's RPM Yamaha rolled on for three laps until Keylon showed Maki an outside line around the pond, then passed Lamp on a straight for the lead. Jordan and Maki wore down Lamp by moto end.

Yamaha mounted Jordan said after his second overall, "The new bike feels good. I'm trying to ride smart and hang on to the point lead."

Maki, now three points behind Jordan, said, "This morning I had $4.70 in my pocket. I can use the purse. I plan to hang in there. I'm ahead of my plan which was to make the top 10."

250cc

"I feel great, the weather's perfect so I'm going for two classes again," said Chuck Sun. Sun romped to a first qualifier win with David Bailey as an escort. Kawasaki's Billy Liles put daylight ahead of the second qualifier.

Steve Martin gave his fans what they wanted to see, joining Sun at the head of the first moto. Bailey watched the pack leave as his mechanic stuffed a new plug in his Honda. On lap two it was Sun, Martin, Oelerich, Husky's Kris Bigelow, Honda's Jimmy Ellis, Jo Jo Keller and Doug Longwell. Oelerich slid by Martin on lap five and Liles was out with a thrown chain. Bigelow moved up to third by moto end with Ellis, Keller and Martin behind. "I'm still not pleased with my riding," said Bigelow. Bailey made it back to ninth place from a one-minute handicap.

Bailey and Martin diced for the lead in moto two with Sun and Keller in tow on lap one. Bailey worked on Martin and on lap six took the lead. Sun pulled off in the infield with a seized engine. Martin got a second wind and pushed ahead of Bailey on lap 10. Bailey came back on the next lap to claim the win.

Oelerich worked his way from sixth to third by moto end, ahead of Keller. "I had to take him," said Oelerich. "He was ahead of me in series points."

Liles, who caught his foot in his own rear wheel, said, "It always takes me a long time to do well in Florida."

Keller said, "I just crashed too much today, maybe next week."

Open

Sun stepped off the 250 and onto the 480 with only a two minute breather. Sun's Eric Crippa prepped Honda tucked in behind Open class jackrabbit John Reinholt, with Glenn Lofley, Jim Wolfenbarger, Richard Sidle and Tom Carson in contention.

Sun wore down Reinholt by lap four and waltzed to the win. "I hated to lose the 250 win," said Sun. "The bike is easier to ride and I wanted to win it." Reinholt and his Honda took second, while Billy Grossi rode his Husky back from a first turn incident to third ahead of John Finkeldey and Mickey Boone.

Moto two was Grossi's turn to strut and he lined up on Reinholt, held it on longer over a jump, and dove inside in a right-hander for the lead.

Sun, Andy Stacy, Gary Pustelak, Lofley and Finkeldey were in good shape. Sun moved past Reinholt and dueled with Grossi, going ahead on lap five. Just as the fans were saying "ho hum" and folding their blankets, Grossi zipped by Sun to regain the lead.

"The pit sign said four seconds," said Sun afterwards, "but I kept losing time in traffic. It was hard to see, and Grossi surprised me. I think he must have been saving a little energy for me." Sun dashed after the Husky and bounced past in the roughest part of the track for the win. Grossi took second overall with Reinholt third.

"It's been getting dark near the end of the final moto," said Sun. "I don't mind running the program with the Expert Amateurs on the same day, but they should qualify them on Saturday." •

Results

125cc: 1. Kenny Keylon (Hon) 1-1; 2. Karl Jordan (Yam) 2-3; 3. Eric Maki (Kaw) 5-2; 4. Steve Burdette (Suz) 6-6; 5. Jeff Surwall (Yam) 8-4; 6. Frank Lamp (Yam) 9-5; 7. Robert Handy (Suz) 4-11; 8. Tim Ealy (Suz) 10-7; 9. David Hand (Kaw) 11-8; 10. Terry Hofoss (Yam) 3-DNF

250cc: 1. Keith Oelerich (Yam) 2-3; 2. David Bailey (Hon) 9-1; 3. Steve Martin (Hon) 6-2; 4. Kris Bigelow (Hus) 3-5; 5. Jo Jo Keller (Hon) 5-4; 6. Jimmy Ellis (Hon) 4-10; 7. Jeff Hope (Hon) 10-6; 8. Chuck Sun (Hon) 1-DNF; 10. Daniel Wallace (Suz) 11-11.

OPEN: 1. Chuck Sun (Hon) 1-1; 2. Billy Grossi (Hus) 3-2; 3. John Reinholt (Hon) 2-3; 4. Andy Stacy (Mai) 4-6; 5. Mickey Boone (Mai) 6-5; 6. Gary Pustelak (Mai) 10-4; 7. Tom Carson (Mai) 8-8; 8. Mark Corbett (Mai) 11-7; 9. Joe Baker (Mai) 9-10; 10. John Finkeldey (KTM) 5-16.

Fast Facts

Ed Cook

Motocrosser

Name/nickname: **Edwin Lee Cook/ "Book" Cook.**

Date/place of birth: **May 5, 1963/Sherman, TX.**

Height/weight: **5'4"/120 lbs.**

Occupation: **Painter.**

Current residence: **Denison, TX.**

Girl friend's name: **Tresa Simpson.**

Daily transportation: **1978 Kawasaki KZ650.**

Hobbies/relaxation: **Rock and roll/trail riding.**

Favorite food/drink: **Cheeseburger/ Sprite.**

First interest in bikes: **1973.**

First bike: **Honda XR75.**

Size/make of current racing bike: **1981 Kawasaki KX125.**

First race/outcome: **Motocross/second in 80cc class.**

Most recent win/top placing: **Season points champion 125cc class at Sandy Creek MX, TX.**

Sponsor: **Texoma Kawasaki.**

Tuners: **David Emerson and myself.**

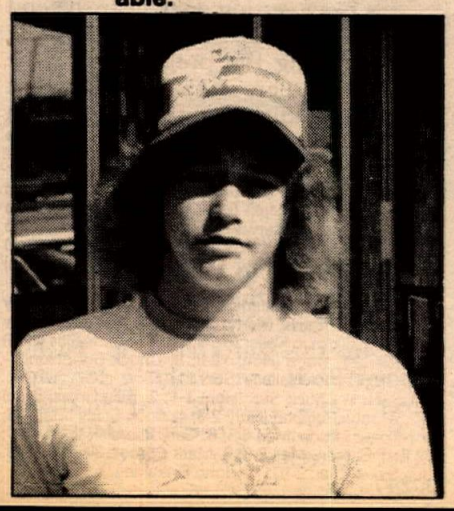
Biggest gripe about racing: **Cost of gas for going to races.**

Most respected rivals: **Mike Brownke.**

Reasons for racing: **The ambition to get ahead, meet new people and become a Kawasaki factory rider.**

Future racing ambitions: **To win Astrodome and become a Pro rider.**

Additional info: **I want to be the best 125cc rider in Texas within two years, and I would like to thank Texoma Kawasaki and Tim Randolph for providing me with the chance to be competitive and reliable.**



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